TRUCK TOLL VOLUMES

2002-2003

www.nymtc.org

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

199 Water Street . New York, NY 10038
Tel: 212.383.7200 Fax: 212.383.7266

New York State PIN No. PTCS04P00

This New York Metropolitan Transportation Council report was compiled and written by **Mary Hrabowska** of Cental Staff, under the supervision of **Leokadia Glogowski** and William Thornewell, Manager, and was produced as part of NYMTC's regular data monitoring program. Preparation was funded by the Federal Highway and Federal Transit Administration of the United States Department of Transportation and the New York State Department of Transportation. The contents of this report reflect the view of the author, who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, Federal Transit Administration, nor of the New York Metropolitan Transportation Council. This report does not constitute a standard, specification or regulation.

NYMTC appreciates the cooperation of all the agencies that have provided information for the Truck Toll Volumes report. Through their submissions, this report continues to be a useful source of transportation statistical information on the tri-state region.

January 2005

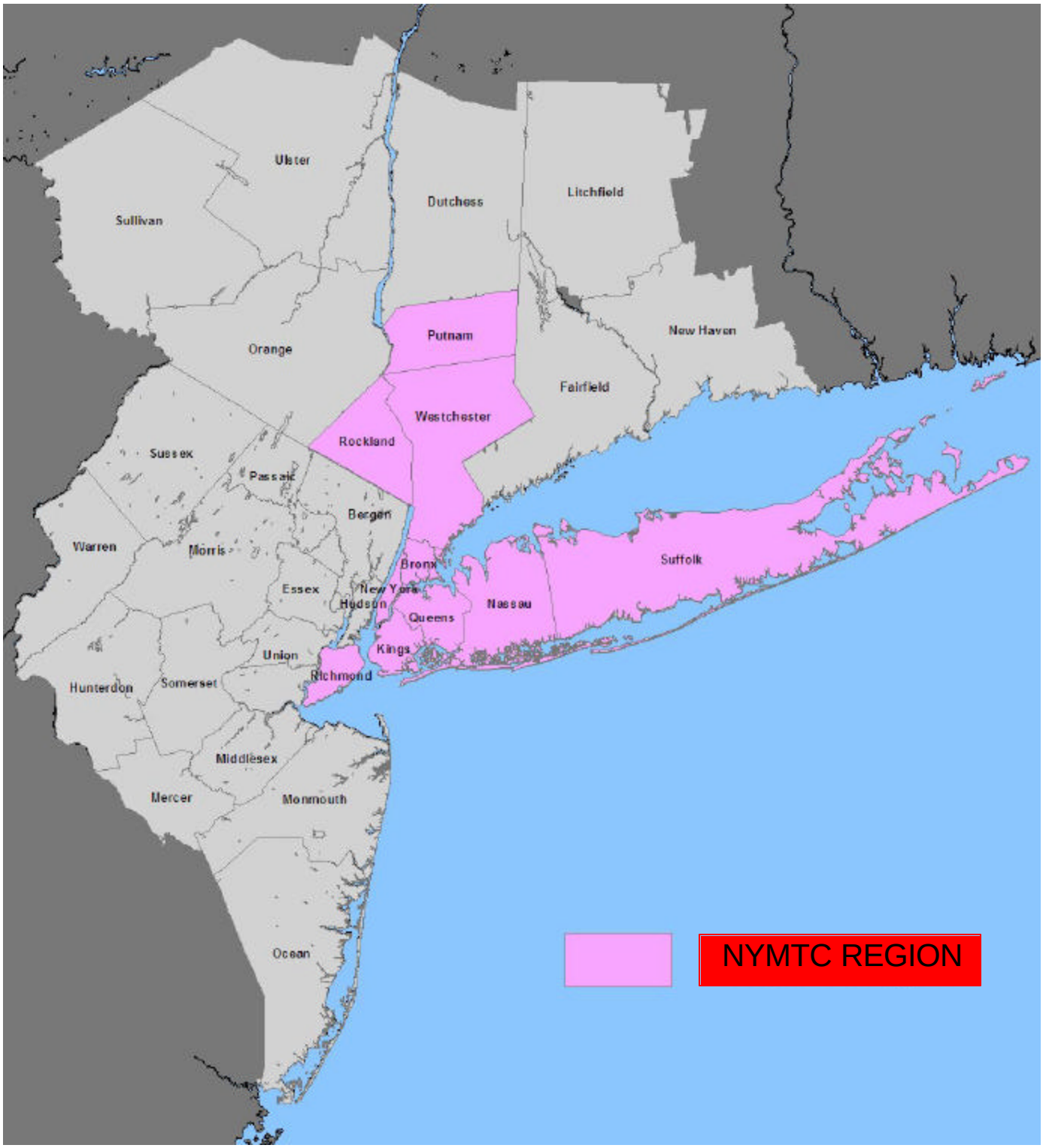
New York Metropolitan Transportation Council

◘ 199 Water Street ◘ New York ◘ NY ◘ 10038

Telephone: 212.383.7200 ◘ Telefax: 212.383.7266

www.nymtc.org

NEW YORK - NEW JERSEY - CONNECTICUT METROPOLITAN AREA MAP



REPORT HIGHLIGHTS

TRUCK TOLL MAJOR RIVER CROSSINGS 2002-2003

		2002 Volume of truck trips	2003 Volume of truck trips	Travel Lanes*	Percent of change
1	George Washington Br. (PANYNJ): I-95	8,310,766	8,046,228	14	-3.2%
2	Verrazano Narrow Br. (MTA B&T): I-278	4,501,404	4,225,158	12	-6.1%
3	Throgs Neck Br. (MTA B&T): I-278	3,941,390	4,056,961	6	2.9%
4	Newburgh-Beacon Br.(NYSBA): I-84	3,480,758	3,474,546	7	-0.2%
5	Triborough Br. (MTA B&T): I-278	3,271,440	3,443,981	8	5.3%
6	Tappan Zee Br. (NYSTA): I-278	3,221,606	3,233,316	7	0.4%
7	Bronx-Whitestone Br. (MTA B&T): I-678	2,946,750	2,776,797	6	-5.8%
8	Goethals Br. (PANYNJ): I-278	2,829,366	2,375,540	4	-16.0%
9	Lincoln Tun. (PANYNJ): I-495	2,278,722	1,970,344	6	-13.5%
10	Queens-Midtown Tun. (MTA B&T): I-495	1,784,382	1,729,185	4	-3.1%
11	Outerbridge Crossing (PANYNJ): N-440	1,456,984	1,706,340	4	17.1%
12	Holland Tun. (PANYNJ): I-78	647,678	1,088,210	4	68.0%
13	Brooklyn Battery Tun. (MTA B&T): I-478	579,672	663,146	4	14.4%
14	Bayonne Br. (PANYNJ): NY-440	714,278	633,640	4	-11.3%
15	Mid-Hudson Br. (NYSBA): US-44	459,868	473,846	5	3.0%
16	Rip Van Winkle Br. (NYSBA): NY-23	271,632	279,456	2	2.9%
17	Cross-Bay Boulevard Br. (MTA B&T)	269,734	277,183	6	2.8%
18	Kingston-Rhinecliff Br. (NYSBA): US-209	231,486	247,024	2	6.7%
19	Marine Parkway Br. (MTA B&T)	168,004	171,249	4	1.9%
20	Bear Mountain Br. (NYSBA): US-6	157,236	149,716	2	-4.8%
21	Henry Hudson Br. (MTA B&T): NY-9A	97,370	111,408	7	14.4%
22	Atlantic Beach Br. (NCBA)	85,420	89,951	5	5.3%

	Toll Barriers/Interchanges	2002 Volume	2003 Volume	Lanes	
1	NJ Turnpike Exit 7A-18	22,994,276	23,468,031	6-14 lanes~	2.1%
2	New Rochelle (NYSTA): I-95	5,670,394	5,299,700	3	-6.5%
3	NJHA-Garden State Pkwy^	3,845,033	4,041,876	2-4 lanes~	5.1%
4	Spring Valley (NYSTA): I-87/287	2,853,734	2,795,814	3-4 lanes~	-2.0%
5	Yonkers (NYSTA): I-87	2,268,044	2,241,339	2	-1.2%
6	Harriman (NYSTA): I-87	1,343,175	1,454,591	2	8.3%

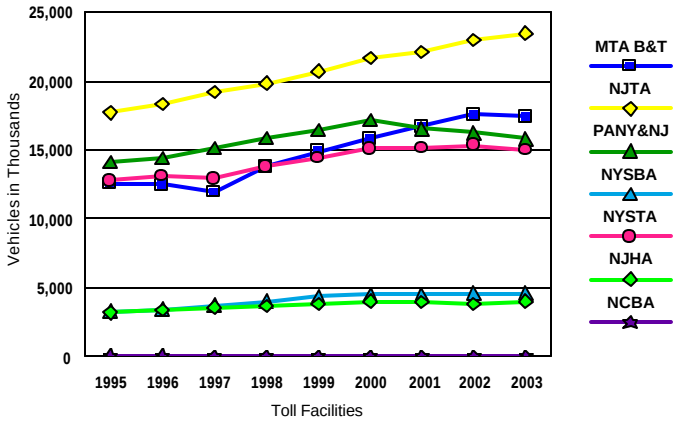
^ Includes trucks weighing 3.5 tons or less

* Travel lanes, not toll plaza lanes

~ Depending of highway system

Source: Operating Agency monthly records.

Toll Agency Annual Truck Volumes



Source: Toll Agencies data

Glossary

MTA-B&T	Metropolitan Transportation Authority-Bridges & Tunnels
NJTA	New Jersey Turnpike Authority
PANY&NJ	Port Authority of New York & New Jersey
NYSBA	New York State Bridges Authority
NYSTA	New York State Thruway Authority
NJHA	New Jersey Highway Authority (Garden State Parkway)
NCBA	Nassau County Bridge Authority

TABLE OF CONTENTS

Introduction

The New York Metropolitan Transportation Council (NYMTC), is an association of governments and transportation providers which serves as the metropolitan planning organization (MPO) for the New York metropolitan region. NYMTC is responsible for coordinating transportation planning and cooperative decision making, is a clearance house for freight vehicle movements data at toll barriers in the metropolitan region. The region comprises the five boroughs of New York City; the lower Hudson Valley counties of Putnam, Rockland and Westchester; and Nassau and Suffolk counties on Long Island.

NYMTC's voting membership includes Nassau and Suffolk counties on Long Island and Putnam, Rockland and Westchester counties. New York City is represented through its Departments of Transportation and City Planning. Voting members also include the New York State Department of Transportation and the Metropolitan Transportation Authority. NYMTC's advisory members include the Port Authority of New York and New Jersey, New Jersey Transit, the North Jersey Transportation Planning Authority, the New York State Department of Environmental Conservation, the Federal Highway Administration, the Federal Transit Administration and the United States Environmental Protection Agency.

This annual publication forms an important part of a series of reports that monitors freight vehicle movements in the New York metropolitan region. This report analyzes the truck traffic which moved through toll facilities within the region in 2003, and includes a comparison with 2002. The information presented is derived from several operating agencies,with oversight and management of major highway facilities in the region. It is produced to support the planning process of the New York Metropolitan Transportation Council and other interested agencies or organizations.

Mobility for the Millennium, the Regional Transportation Plan (RTP) adopted by the Council in 1999, focused on three major themes: to provide adequate mobility for people and freight by the year 2020; to maximize the transportation system's level of service and to manage demand to the extent possible. In the area of freight transportation, the goal is to minimize the cost and to improve the reliability and safety of freight movement within the region. The data presented is also used to measure, in part, the performance of the region towards achieving the **Mobility, Freight Transportation** and **Regional Decision Making** goals of the Regional Transportation Plan.

There are seven operating agencies that supply monthly vehicle reports to the New York Metropolitan Transportation Council Central Staff showing truck volume by vehicle type. They are: the Port Authority of New York and New Jersey (PANY&NJ); Metropolitan Transportation Authority Bridges & Tunnels (MTA-B&T); New York State Bridge Authority (NYSBA); New York State Thruway Authority (NYSTA); New Jersey Highway Authority (NJHA) - Garden State Parkway; New Jersey Turnpike Authority (NJTA); and Nassau County Bridge Authority (NCBA).

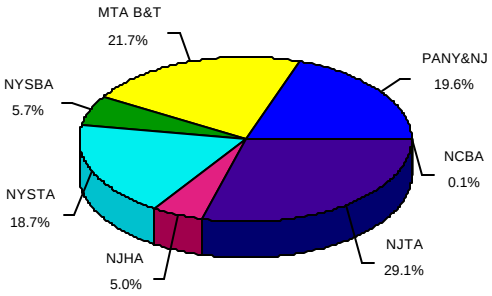
Although the truck data formats vary by agency, the portrait of truck activity that emerges can be formulated. The comparative performance tables and graphical analyses presented in the report capture the most significant truck activity at major toll barriers/plazas that has taken place during the 20-year period (1984-2003) under review. The data portrays the changes in truck travel routes and volumes that occurred over the last years (2002-2003). The collection of this data and its comparison to the previous period will be useful in the analysis and planning of future truck routes in the region.

Truck Toll Volumes: 2002-2003

This report presents an analysis of the movement of truck traffic over toll bridges and toll plazas in the downstate New York-northern New Jersey metropolitan area during the two-year interval of 2002 and 2003, and includes also some truck related data from south-western Connecticut. The report is based on truck data supplied by agencies in the region entrusted with maintaining the region's toll barriers and includes such characteristics as: the number of trips by operating agency (in cases of one-way toll collection, the volume is doubled); the identification of the twenty seven facilities managed by the respective authorities; the types of trucks (two to eight-axle vehicles, and in case of NYSTA by vehicle class) that use these facilities; the toll rates levied for usage of the facilities; and the seasonal trips (monthly, quarterly, annually) made during the period, as well as commercial vehicle registration data.

Major Highlights: The post-September 11, 2001 changes in vehicular travel patterns have remained over some routes and facilities, as a result of operational and security restrictions, especially in New York City. On the whole, the extent of truck travel has remained almost the same as the previous year, with a 0.2 percent decrease due mostly to decrease in PANY&NJ facilities truck movement. The main reason trucks decline during 2003 was the economic slowdown and a steady rise of diesel fuel price. In 2003, the region's truck toll volume totaled 80.5 million vehicle trips, compared to 80.7 million in 2002 and 79.1 million in 2001. The 2002-2003 decrease (0.2 percent) in truck trips is the first in 12 years of steady growth, which varied between 2% and 5% per year. A 2 percent decrease in traffic volume was reported on PANY&NJ facilities. Truck with the most significant decrease was on the Goethals Bridge), consistent with changes in truck travel pattern and construction schedule. Also, losses were reported by the MTA B&T (first decrease in six years), and by NYS TA. The agencies that contributed most to regional increase in truck volume were NJTA and NYSBA. For operating agencies share of truck toll volumes in 2003 see Fig. A on this page. Other tables referred to in this section can be found in Exhibit B.

Figure A
Operating Agencies Share of Truck Toll Volumes
2003



Source: Toll Agency data

The time series data from 1984 to 2003 that are included in Table 1 (Exhibit B) indicate that the nine facilities managed by the Metropolitan Transportation Authority-Bridges and Tunnels (MTA-B&T) which accounted for about 22 percent of all region's truck trips, registered about 0.1 million toll trips less than last year. Also, in 2003, as in the last 3 years, the New Jersey Turnpike Authority (NJTA) retained the highest volume of trucks, handling over 29 percent of the region's truck trips (2.1 percent of increase in trip volumes), followed by the Port Authority of New York and New Jersey (PANY&NJ) and Metropolitan Transportation Authority Bridges and Tunnels with 20 and 22 percent of all trips, respectively, in 2003, the same as in 2002 (see Figure 1 and Tables 3A and 3B in Exh. A and B).

The New York State Thruway Authority (NYSTA) facilities handled about 19 percent of all truck volumes in 2003, the same as in 2002, 2001 and 2000. The contribution of the New York State Bridge Authority (NYSBA), the New Jersey Highway Authority (NJHA), and the Nassau County Bridge Authority (NCBA) remained mostly unchanged at approximately 6 percent, 5 percent, and less than 1 percent, respectively. See Tables 3A, 3B and Figure 1 in Exhibit A and B.

Vehicle Classification: Table 2B compares each operating agency's share of trips based on truck sizes. Table 2B shows that the MTA-B&T had the highest share of smaller trucks (56 percent), followed

by the PANY&NJ (38 percent), while at the other end of the spectrum, five-axle trucks and larger dominated the truck traffic of the New York State Bridge Authority (NYSBA) (56 percent) and the NJTA (52 percent), during both 2003 and 2002. The toll facilities of the MTA-B&T had the highest number and percentage share of two-axle trucks (9.7million trips, the same as in 2002) , while the PANY&NJ ranked second (6 million trips).

River Crossings: The ten toll bridges and tunnels that cross the Hudson River are listed in Table 4. These facilities carried a combined total of 23.2 million truck trips in 2003, 1.6 percent less than in 2002. The Holland Tunnel has the highest percentage increase in truck trips (68 percent) of these facilities in 2003 over 2002, followed by the Kingston-Rhinecliff Bridge (6.7 percent). The George Washington Bridge which accounts for 51 percent of all truck trips on PANY&NJ facilities in 2003, lost about 3.1 percent or 0.2 million trips. In the same year, the Holland Tunnel reported a significant increase of 0.4 million truck trips, due to removal of restrictions introduced after 9/11/01, while on the Verrazano Narrows Bridge, Newburgh-Beacon Bridge and Tappan Zee Bridge truck trips decrease by 0.28 million, 0.06 million and 0.01million, respectively, in 2003 over 2002. The George Washington Bridge (GWB), followed by the Verrazano Narrows Bridge (VNB) and the Newburgh Beacon Bridge (NBB) were the three most heavily traveled Hudson River facilities in both 2003 and 2002.

The year 2003 saw a 1.2 percent increase from the previous year in truck trips traveling via the two tunnels and three bridges that span the East River, slightly less than the 2.6 percent increase in the previous year. Two of MTA-B&T's facilities, the Triborough Bridge and the Throgs Neck Bridge, contributed 59.2 percent of the truck trips using the East River's crossings. These two bridges provide the most traveled link between New York City and upstate New York, other north-eastern states, and Canada (see Tables 5,10A and 10B).

Truck traffic over the Arthur Kill & Kill Van Kull waterways between Staten Island and New Jersey decreased from 5.0 million trucks to 4.7 million trucks, a decrease of 5.7 percent between 2003 and 2002. The largest decrease was noted on the Goethals Bridge and Bayonne Bridge (0.45 million trips or 16 percent and 0.08 million trips or 11.3 percent, respectively), and the largest increase was noted on the Outerbridge Crossing (0.25 million trips or 17.1 percent), due mostly to temporary construction closure of some ot the lanes in 2002.

Since major repair work started on the Henry Hudson Bridge's upper level, vehicles transporting material for bridge-related improvements are counted as truck traffic. As the construction activity on this Harlem River crossing continued, 14.4 percent more truck trips were made over this facility by contractor's vehicles at the close of the calendar year 2003 than in 2002 (see Table 7 for details).

There were also higher levels of truck volumes on all three of the South Shore's bridges in 2003 compared to 2002. The overall gain of 2.9 percent was made mostly by a 2.8 percent increase of trips on the Cross Bay Bridge and 1.9 percent increase on the Marine Parkway Bridge. The Atlantic Beach Bridge registered an increase of 5.3 percent in truck trips (see Table 8).

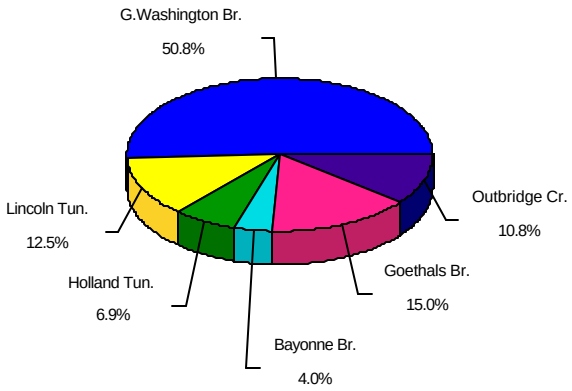
Seasonal Travel: For each successive three-month interval beginning in January 2002 and 2003, Table 2A shows seasonal decreases in trips of 2.2 percent and 0.6 percent in the first two quarters and increases of 0.6 percent and 1.3 percent, respectively, in the last two quarters of 2003 in combined truck toll volume on all the toll facilities in the region. These quarterly figures averaged a 0.2 percent decrease by the end of the two-year interval ending December 2003. The table also shows that the number of truck trips for the second and third quarters hovered around 21 million in 2003, and over 20 million in the fourth quarter. The exception was the first quarter, with truck trips counts of about 18.0 million in both 2002 and 2003.

Tolls: No toll increases went into effect during 2003. Except for NCBA, all of the operating agencies have installed E-ZPass lanes on their toll plazas and crossings. Operating agencies allow a discount to EZPass' holders when an account is established. From 2001, in effort to alleviate congestion, PANY&NJ has introduced a congestion pricing toll system, depending on the time of day and if the trip is performed on a weekday or on the weekend.

Port Authority of New York & New Jersey

The Port Authority operates six bridges and tunnels, connecting New York City with different areas in New Jersey. The facilities under the PANY&NJ's jurisdiction are: George Washington Bridge (GWB), Goethals Bridge (GB), Bayonne Bridge (BB), Outerbridge Crossing (OC), Lincoln Tunnel (LT) and Holland Tunnel (HT). Overall, during 2003 the six bridges and tunnels under the PANY&NJ's jurisdiction handled a total of 15.8 million truck trips but experienced decreased truck traffic, with a total loss of 417,000 trips (2.6 percent annual decrease), compared to 16.2 million in 2002. This decrease was mainly attributed to GWB and LT, where losses following change in truck routes after the 9/11 terrorist attack were 0.3 and 13.5 percent respectively or 0.3 million trips, within the year 2003. Significant decrease were also noted at the Goethals Bridge (454,000 trips or 16.0 percent). The Outbridge Crossing reported increase in truck trips in 2003 over 2002 of 17.1 percent (see Table 15 and Fig. 2a). Significant increase were made at the Holland Tunnel (441,000 trips or 68 percent). The Bayonne Bridge noted small decrease of 80,000 trips or 11 percent. For 2003 share of PANY&NJ truck toll volumes by facility see Fig. B on this page.

Figure B
PANY&NJ Share of Truck Toll Volume by Facility
2003

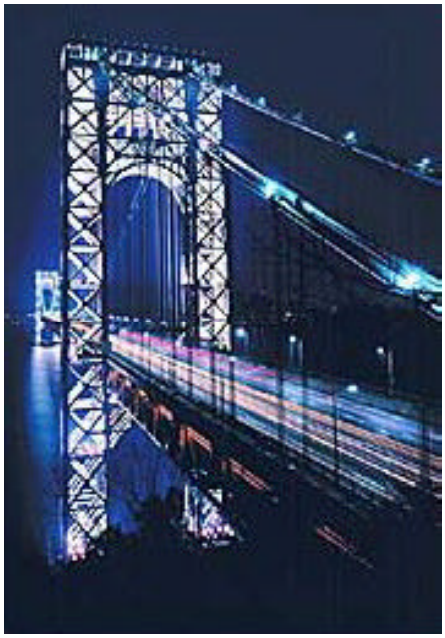


Source: Toll Agency data

All four quarters in 2003 registered decreases in truck trips with loses of 2.8 percent, 3.9 percent, 2.3 percent and 1.2 percent (see Tables 2A and 15 in Exhibit B and Figure 2B in Exhibit A). The five-axle truck remained the most popular type of vehicle on four of the Port Authority's six bridges accounting for 42.1 percent of total trips, followed by the two-axle trucks, which accounted for 37.7 percent of all truck trips. The two-axle truck was the most popular vehicle type going through the Lincoln and Holland Tunnels. These two types of vehicles represent 80 percent of all trucks using the PANY&NJ facilities in both 2002 and 2003, with value of 6.7 million and 6.0 million truck trips, respectively, for Class 5 and Class 2 (see Figure 2C in Exhibit A).

Tractor trailers (comprising four-axle trucks and over) decreased by 4.4 percent in 2003 over 2002 (to 8.2 million trips, from 8.6 million in 2002), while three-axle trucks and under decreased by 0.2 percent

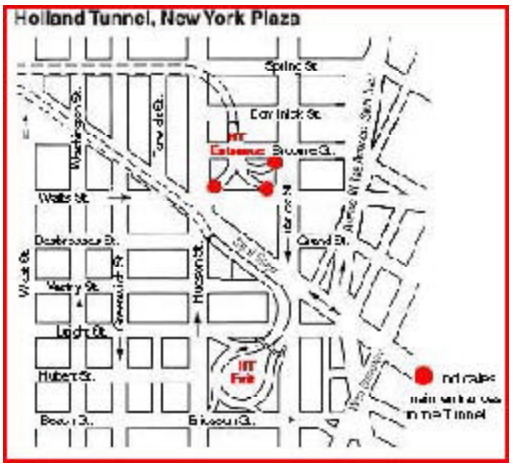
over the same period, to 1.7 million truck trips (see Table 15 and Figure 2C).



George Washington Bridge (GWB): The GWB was opened to traffic in 1931. This two-level suspension bridge crosses the Hudson Bridge between upper Manhattan and Fort Lee, New Jersey, and forms part of Interstate Highway I-95. It also provides connection to highways U.S.-1&9, U.S.-46, NJ-4, I-80, I-95, and the Palisades Parkway. Total length of this bridge is 4,760 feet, with a width of 119 feet. The width of roadway is 90 feet, with 14 toll lanes of traffic on upper and on lower levels, plus seven on the lead to Palisades Parkway. In 2003, truck and trailer traffic using the George Washington Bridge had a 3.2 percent decrease of 264,500 trips, from 8.3 to 8.0 million trips. All four quarters of 2003 registered a decrease with 3.8, 4.1, 2.5 and 2.3 percent, respectively. With steady growth of truck class 3 and 4, the overall decrease was attributed to the decline of truck trips in Class 5 and 6, especially in the third and fourth quarter of 2003. However, the Class 5 trucks are still the most popular type, with 4.1 million trips in 2003 (4.5 million in 2002). The highest increase (17 percent) was listed for Class 4 trucks, which however account for 11.1 percent of total truck traffic on the GWB with 892,344 trips listed. This decrease in overall truck volume is the second after several years of steady increase in truck trips over GWB, from 7.1 million in 1994 to 8.5 million in 2000. The main reason for the decrease in trips was the use by drivers of alternative routes leading east after the September 11, 2001 terrorist attack in New York. The trips over GWB still represent about 51 percent of the total PANY&NJ truck traffic. Despite the current decrease, it maintained its place as the Port Authority's leading truck route for the northern corridor, from New Jersey and south-eastern states to New York, Connecticut, Massachusset and Canada. Also, the freight arriving at northern New Jersey by water (through Port of New York & New Jersey) or by rail and destined for New York or northern states, is re-loaded on trucks and moved over the GWB to the routes leading north and east.

Lincoln and Holland Tunnels: The Lincoln Tunnel (LT) is the world's only three-tube underwater vehicular tunnel facility. The tunnel was opened to traffic between December 1937 (center tube) to May 1957 (south tube). It provides a vital link between midtown Manhattan and central New Jersey, and forms part of New Jersey Route 495. In New Jersey, this highway connects the tunnel with U.S. Routes 1 & 9, 3 and the New Jersey Turnpike. The permanent restrictions exclude trucks from the center tube, and a special permits are required for trucks 102 inches or wider. The width of each tunnel roadway is 21 feet 6 inches, and operating headroom is 13 feet. The external diameter of tunnel is 31 feet and the lengths of tubes are from 7,482 feet (north tube) to 8,216 feet (center). In 2003, LT had a 13.5 percent decrease in truck traffic from 2002, due mostly to the lift of the 2 and 3-axle single-unit truck ban at the Holland Tunnel in April 2003. Since the restriction was posted after 9-11, light trucks at the Holland Tunnel had shifted mostly to the Lincoln Tunnel and the Bayonne Bridge. While truck volume through the Lincoln Tunnel has decreased, it rose by 68 percent for the Holland Tunnel to 1.1 million trips, up from 0.6 million trips in 2002. This trend was created by changes in the traffic routes after the September 11 attack on the World Trade Center and the imposed restrictions on truck traffic. The increase of trips in the first, second, third and fourth quarter in the HT was 400, 111, 28 and 19 percent, respectively. During the same time, a decline in traffic through the Lincoln Tunnel extended to 20, 19, 9 and 5 percent. The most popular type of trucks in both the Lincoln and Holland Tunnels was Class 2, which accounted for 66.8 and 84 percent

of total trips through the tunnels (1.3 million and 0.9 million trips, respectively) and recorded a decrease of 17 percent and an increase of 71.4 percent in regard to 2002. Trucks Class 3 was second in popularity, with 342,300 trips, which accounted for 16.2 percent of total LT trips and recorded 7.2 percent decrease from 2002, and 156,700 trips which accounted for 14.4 percent of total HT trips and recorded 57.6 percent gain over 2002. The only increase of trips in the LT was noted for trucks Class 6, with 6,380 trips, which recorded a 62 percent gain, while this type of trucks showed a loss of 6.5 percent in HT (638 truck trips).



The Holland Tunnel (HT) was opened to traffic in November 1927. The width of roadway is 20 feet, external diameter is 29 feet 6 inches, and operating headroom is 12 feet 6 inches. The lengths of the tunnel are 8,558 feet (north tube) and 8,371 feet (south tube). After 9-11 all trucks were excluded in the NYC-bound direction, while tractor-trailers were excluded from NJ-bound lanes. The ban on trucks at the Holland Tunnel was partly lifted in late April 2002, to ease congestion on other routes, especially in Staten Island. The post-9/11declines in truck traffic at Holland were partially offset by increase of trips through the Lincoln Tunnel and Southern Corridors (Staten Island highways and bridges).

Staten Island Crossings: The three spans which link Staten Island to Hudson and Union counties in New Jersey are the Bayonne Bridge, the Goethals Bridge and the Outerbridge Crossing. These crossings traverse the waterways known as the Arthur Kill and Kill Van Kull. The Goethals Bridge (GB), opened to traffic in 1928, links Elizabeth in Union County (New Jersey), with the Howland Hook area of Staten Island. The GB leads directly to the New Jersey Turnpike (Interchange 13) and is accessible to Routes 1 & 9 and other New Jersey highways. It is a major route for traffic moving between Brooklyn and New Jersey with direct connections using the Staten Island Expressway to the Verrazano Narrows Bridge. Total length of this bridge is 7,100 feet, width 62 feet, 4 lanes of traffic, and channel clearance at mid-span is 135 feet that permits passage of deep-sea vessels through the Arthur Kill.

Truck traffic on the Goethals Bridge (GB) in 2003 was2.4 million truck trips. The traffic decreased by 16 percent in 2003 compared to 2002, mostly due to decrease in truck trips during the second and third quarters of 2003 (by 23 percent and 21 percent). The first and fourth quarter registered loses in traffic of 7 percent and 9 percent. The declines were mostly in trucks Class 2, 5 and 6 (16 percent, 18.1 percent, and 37.8 percent, respectively). The most popular type of trucks on GB were Class 5 trucks , which accounted for 50.8 percent of total truck trips over the bridge (1.2 million trips) and recorded a decrease of 18.1 percent in regard to 2002. Class 2 trucks were second in popularity, with 664,000 trips, which accounted for 27.9 percent of total GB truck trips and recorded 16.0 percent decrease from 2002. In total, smaller truck trips decreased by 13 percent, and truck-trailer trips increased by 18 percent in regard to 2002. The reasons for these decreases were changes in the traffic patterns from New Jersey to the East and North, due to the 9/11 terrorist attack in New York, as well as higher than normal volumes at the Goethals Bridge in 2002 resulting from nightime lane closures at the Outbridge Crossing during 8 months of the year. The closures caused truck diversion to the Goethals

Bridge.

The Bayonne Bridge (BB), opened to traffic in 1931, links Bayonne in Hudson County, New Jersey, with the Port Richmond area of Staten Island. This bridge is an important part of the regional highway system, leading to the Verrazano Narrows Bridge via the Martin Luther King Expressway, and to eastbound Staten Island Expressway (I-278). It also leads to Goethals Bridge and Outerbridge via the westbound I-278. The total length of the bridge is 5,780 feet, with a width 85 feet that accommodates 4 lanes of traffic and has a channel clearance at mid-span 150 feet that permits ocean-going vessels to use this entrance to Port Newark/Port Elizabeth without interference. The BB had the lightest truck volumes (4 percent of total trips over the PANY&NJ facilities, or 0.6 million truck trips) and it registered a decrease of 11.3 percent during the 2002-2003 period. The most popular type of trucks on BB were Class 5 trucks, which accounted for 43.9 percent of total truck trips over the bridge (278,000 trips) and recorded a decrease of 13.9 percent over 2002. Class 2 trucks were second in popularity, with 214,000 trips, which accounted for 33.7 percent of total BB truck trips and recorded a 7.7 percent decrease over 2002. The only gain (49.6 percent) was noted in Class 6 trucks, with 6,000 trips orless than 1 percent of total trips. Class 3 and 4 trucks registered 11.3 and 16.5 percent decrease and 91,000 and 45,000 trips (14.3 percent and 7 percent of total trips on BB). In total, smaller truck trips decreased by 8.8 percent, and larger truck-trailer trips decreased by 13.5 percent in regard to 2002. The reasons for these decreases were attributed to changes in the truck travel traffic patterns resulting from lifting of the truck ban at the Holland Tunnel. See Appendix B, Table 15.

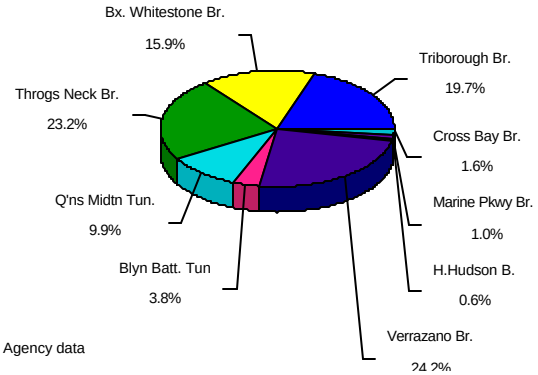
The Outerbridge Crossing (OC), located at the southern tip of Richmond County, links the Tottenville section of Staten Island with Perth Amboy, New Jersey, and the New Jersey shore. On the New York side, OC leads to the Verrazano Narrow Bridge via the West Shore Expressway and Staten Island Expressway. On its New Jersey side it leads to New Jersey Turnpike and Garden State Parkway via Highway 440. This bridge, which was opened to traffic in 1928, is 8,800 feet long and 62 feet wide, has 4 lanes of traffic, and a channel clearance at mid-span of 145 feet. In 2003, the total truck volume was 1.7 million. The bridge accounted for 10.8 percent of all PANY&NJ truck traffic. The 17.1 percent increase over 2002 was due mostly to the increase in the second and third quarters (by 32 percent and 35 percent). The increase was mostly due to completion of major maintenance work which closed part of bridge for several months in 2002. The most popular type of trucks on the OC were truck Class 5, which accounted for 51.4 percent of total truck trips over the bridge (878,000), and which recorded increase of 26.8 percent in regard to 2002. Truck Class 2 was second in popularity, with 561,000 trips, which accounted for 32.9 percent of total OC truck trips and recorded 5.2 percent increase from 2002. The only loss (3.1 percent) was noted in truck Class 3, with 120,000 trips (7 percent of total trips). In total, smaller truck trips registered gain of 3.7 percent, and larger truck-trailer trips increased by 28.1 percent in regard to 2002. See Table 15.

PANYNJ Toll Structure: Since 1991 round trip tolls on the Port Authority's six facilities were $4.00 per axle for truck classes 2 through 6. There was no changes in toll rate from the last toll increase in March 2001. Subsequent to the implementation of EZPass in 1997, users received a ten-percent discount per axle. Two-way tolls are collected in eastbound traffic only, therefore truck traffic is doubled to reflect total trips (see Exhibit A). In March 2001, PANY&NJ introduced a flexible toll system following a study of the effects of varying tolls at different time periods during the day and on weekends. Trucks benefit from a special E-ZPass Overnight Hours Discount from 12 Midnight until 6:00 a.m. on weekdays. Current charges are shown in Exhibit C.

Metropolitan Transportation Authority- Bridges & Tunnels

The MTA-B&T operates seven bridges and two tunnels in New York City. Its facilities are: Triborough Bridge, Throgs Neck Bridge, Verrazano-Narrows Bridge, Bronx-Whitestone Bridge, Henry Hudson Bridge, Marine Parkway/Gil Hodges Memorial Bridge, Cross Bay/Veterans Memorial Bridge, Brooklyn Battery Tunnel, and Queens-Midtown Tunnel. Over 750,000 vehicles use these facilities each day. In 2003, the MTA-B&T handled 17.5 million truck trips- compared to 16.6 million trips in 2002. These numbers indicate a loss of 105,000 truck trips or 0.6 percent in truck trips compared with the previous year. Two of the MTA-B&T's nine facilities (Brooklyn Battery Tunnel and Henry Hudson bridge) showed double digit increases in truck traffic in the same interval (83,000 and 14,000 trips, respectively, or 14.4 percent) and four other facilities showed smaller increase from 2 to 6 percent, while the Verrazano and Bronx-Whitestone bridges and QMT registered losses from 6 to 3 percent. The seasonal changes in traffic for 2003 over the year 2002 showed an increase only in the first quarter (0.1 percent), whereas quarters 2 through 4 registered decrease of 0.3, 0.5 and 1.6 percent, respectively. The reason for decrease in truck traffic was the 2003 downtown economic slowdown. Also, the lifting of restrictions at the Holland Tunnel diverted some traffic from Staten Island routes,New Jersey and South. Between 2003 and 2002, the number of trucks with three, four and six-axles decreased by 4, 5, 5 and 5 percent, respectively, while two-axle and seven-plus axle vehicles increased by 0.3 and 36 percent respectively (see Table 16). The two and five-axle trucks were still the most popular (9.7 million and 4.6 million trips, respectively), and accounted for 55.1 and 26.4 percent of the total trips.

Figure C
MTA B&T Share of Truck Toll Volume by Facilities
2003



Source: Toll Agency data

The two-axle truck was the most common truck type on all the MTA-B&T facilities, with the exception of the Throgs Neck Bridge - dominated by five-axle trucks which accounted for 42.7 percent of all truck trips over this facility. Also, toll trips made by seven-plus axle trucks increased significantly versus 2002, however this type represents only a minimum percent of all truck trips. The most heavily traveled quarters in 2003 were in the second and fourth quarter when over 4.5 million truck trips were made in each quarter. Formerly, in 2002 the most traveled quarters were the period between April and September, (second and third quarters) with 4.5 million truck trips. For 2003 share of MTA B&T truck toll volumes by facility see Fig. C on this page.

Triborough Bridge: The Triborough Bridge was opened in 1936. It consists of three bridges, a viaduct and 14-miles of approach roads connecting Manhattan, Queens and the Bronx. The three branches are: Manhattan branch linking Franklin Delano Roosevelt Drive and Harlem commercial centers; Bronx Crossing leading north via the Bruckner and Deegan expressways; and East River suspension bridge to Queens, which connects with Grand Central Parkway and Brooklyn-Queens Expressway. The three branches meet on Randall's Island interchange, where there are two toll plazas where traffic is sorted out in 12 directions. In 2003, this bridge handled 19.7 percent (up from 18.6 percent in 2002) of all truck traffic over the nine MTA B&T- managed bridges and tunnels.

In 2003, both toll plazas of the Triborough Bridge handled 3.4 million truck trips in Classes 2 and larger. Between 2002 and 2003, the increase in truck traffic reached 5.3 percent (on both Manhattan and Bronx toll plazas). In comparison, the increase was 0.7 percent in 2002 over the 2001. The most popular type of trucks on the Triborough Bridge were trucks Class 2, which accounted for 68 percent of total truck trips (2.3 million trips) and registered a 3.7 percent increase, followed by trucks Class 5, which accounted for 15.3 percent of total truck trips on the bridge and listed a 10.8 percent increase. Class 3 (445,000 trips) and Class 6 (34,000 trips) recorded a 6.5 and 10.8 percent increase from 2002. The largest increase in trips on the Triborough was noted in trucks Class 7 and over (145 percent, however the number of trucks in this group is small - 821 trips), and the only decrease was in Class 4 truck trips, well below 1 percent of total trips on the bridge. Six-axle truck traffic experienced an increase (47.2 percent), up to 33.9 thousand trips. There were a seasonal increases in the third and fourth quarters (9.1 percent and 7.9 percent), while the first two quarters registered smaller gains of 1.0 and 2.9 percent.

Bronx-Whitestone Bridge: The Bronx Whitestone Bridge was opened to traffic in April 1939 and provides a vehicular connection between Queens and the Bronx. On the Bronx side, the bridge provides access to the Hutchinson River Parkway, and the Bruckner and Cross-Bronx Expressways. On the Queens side, the bridge provides access to Whitestone and Malba communities, and a connection to the Cross Island Parkway and the Whitestone Expressway. In 2003, this bridge accounted for 15.9 percent of all truck traffic using the MTA B&T facilities.

In 2003, the Whitestone Bridge handled 2.8 million truck trips in Class 2 through 6, a decrease by 170,000 or 5.8 percent from 2002. The reasons for the decrease were poor winter weather conditions, toll increases, and closing of lanes during construction work in August, which diverted some vehicles to the Triborough. The most popular type of trucks on the Whitestone were trucks Class 2, which accounted for 49.3 percent of total truck trips on the Whitestone (1.4 million truck trips), followed by truck Class 5 (873,000 trips) which accounted for 31.4 percent of total truck trips. These types had recorded decrease of 5.9 percent and 3.6 percent, respectively, in regard to 2002. The largest losses were noted in trucks Class 6 and 7-plus (44 percent and 41 percent, although number of trips for this group is small: 24,000 and 317, respectively). Class 3 and 4 with 315,000 and 194,000 trips, which accounted for 11.4 and 7.0 percent of total trips on this bridge, registered losses of 3.2 and 9.8 percent, respectively. Seasonal decrease were listed in all the quarters (0.1, 2.9, 9.0 and 10.7 percent, respectively).

Throgs Neck Bridge: The Throgs Neck Bridge connecting the Bronx and Queens boroughs was opened to the traffic in 1961. This heavily used bridge serves as an important link in the city's interstate highway

system. On the Bronx side, it provides access to New Jersey, upstate New York and New England, via Cross Bronx and Bruckner expressways, the Hutchinson River Parkway and the New England Thruway. On the Queens side, it provides access to Cross Island Parkway, Grand Cental Parkway, Clearview Expressway and Long Island Expressway, which lead to Long Island, Manhattan, Brooklyn, and points west. Next to the Verrazano Bridge, in 2003 the Throgs Neck Bridge handled the largest share of MTA-B&T total truck traffic in 2003 (23.2 percent, down from 25.6 percent of all MTA-B&T truck trips in 2002).

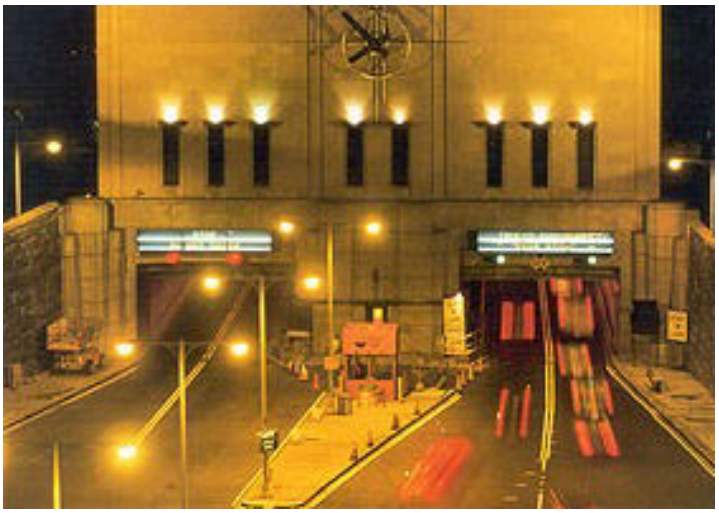
Between 2002 and 2003 the increase in truck traffic on the Throgs Neck grow 2.9 percent resulting in handling 4.1million truck trips, versus 3.9 million in 2002. The most popular type of trucks were Class 5, which accounted for 42.7 percent of total truck trips on Throgs Neck (1.7 million trips), followed by truck Class 2 (1.5 million trips) which accounted for 38.1 percent of total truck trips. These types have recorded increase of 4.1 percent and 3 percent, respectively, in 2002. The largest gain in trips was noted in trucks Class 7 plus (75.8 percent, although the number of trips for this group is small, only 1,300 trips). A gain of 2.1 percent was noted in Class 3 (318,000 trips). Class 4 (384,000 trips) and Class 6 (75,000 trips) account for 7.8 and 1.9 percent of all truck trips over this bridge, a decrease of 1.3 and 0.6 percent, respectively, from 2002. Seasonal increases were listed in last three quarters (2.0, 5.6 and 4.4 percent, respectively), while the first quarter registered a 0.7 percent decrease when compared to 2002 data.

Verrazano Narrows Bridge: The Verrazano Narrows Bridge (VNB) was opened in 1964 and was at the time the the world's longest suspension span. The distance between the two 695 foot high towers is 4,260 feet. The bridge located on the upper New York Bay, connects Brooklyn to Staten Island, and provides a major link in the interstate highway system. In Brooklyn, it connects to the Belt Parkway and Brooklyn-Queens Expressway, which extends to Long Island. On Staten Island it connects to the Staten Island Expressway, providing direct access to New Jersey's highway system and to the middle Atlantic states. In 2003, this bridge handled 4.2 million truck trips, 6.1 percent less than in 2002. This bridge accounts for 24.2 percent of all traffic over the MTA B&T facilities in 2003.

The most popular type of trucks were Class 2, which accounted for 47 percent of total truck trips on VNB (2.0 million trips), and recorded 6 percent decrease from 2002. Class 5 truck (1.4 million trips) accounted for 34.1 percent of total truck trips on the bridge and recorded 5.7 percent decrease in 2002. All truck class reported decrease, except truck Class 7 and over, which listed gain of 2.6 percent. However, this group is very small (only 468 trips were recorded in 2003) and accounts for less than 1 percent of total trips. The largest loss in trips was noted in truck Class 3 (8.1 percent, with 467,000 trips in 2003). Class 4 which accounted for 6.2 percent of all truck traffic over the bridge, reached 260,000 trips and experienced a loss of 6.8 percent. Class 6 which accounted for 1.5 percent of all truck traffic over the bridge, reached 63,000 trips and experienced a loss of 2.1 percent from 2002. Seasonal decrease were listed in all the quarters (5.2, 4.1, 6.7 and 8.5 percent, respectively). The quarterly number of truck trips was slightly more than 1 million trips in all quarters. The huge decrease of trips on VNB was the result of removal of restrictions on Holland Tunnel and weather conditions in 2003.

Queens Midtown (QMT): The Queens Midtown Tunnel was opened in 1940 by the New York City Tunnel Authority (replaced by MTA B&T) to relieve congestion on the city's East River bridges. The tunnel serves as a major connection between midtown Manhattan and Queens, providing access to Long Island City and Long Island Expressway. The QMT tunnel accounts for 9.9 percent of all truck traffic over the MTA B&T facilities and in 2003 handled 1.7 million truck trips. Between 2003 and 2002, the truck traffic decreased by 55,000 trips or 3.1 percent. The most popular type of trucks were Class 2, which accounted for 83.9 percent of total truck trips in the QMT (1.5 million trips, a 2 percent decrease), followed by truck Class 3 (238,000 trips recording a 8.5 percent decrease) which accounted for 13.8 percent of total truck trips on the bridge. Class 5 which accounts for 0.9 percent of all truck trips in the tunnel, recorded 16,000 truck trips, an increase of 3.7 percent from 2002. The largest loss over 2002 of 62.9 and 16.8 percent in truck trips in 2003 was registered in trucks of 7-plus axles and 4 axles (Class 7 and over and Class 4) which recorded 36,000 and 21,000 trips. The largest gain in trips was noted in truck Class 6 (32.6 percent, with 29,000 trips in 2003). A seasonal decrease was listed in all quarters of 5.7, 2.6, 2.2 and 2.0 percent, respectively. The decrease was mostly due to the changes in traffic patterns and decrease in inter-city trips due to recession.

Brooklyn Battery Tunnel (BBT): The BBT was opened in 1950, and was then the longest continuous underwater vehicular tunnel in North America. The tunnel connects Brooklyn and Manhattan. It accounts for only 3.8 percent of all truck traffic over the MTA B&T facilities and in 2003 handled 663,000 truck trips. Between 2003 and 2002, the truck traffic increased by 14.4 percent. The most popular type of trucks were Class 2, which accounted for 81.9 percent of total truck trips in the BBT (543,000 trips, recording 28.6 percent increase from 2002), followed by truck Class 3 (98,000 trips) which accounted for 14.8 percent of total truck trips in the tunnel and recorded 27 percent loss from 2002. Third in number, Class 5 recording 13,000 trips, accounts for 2 percent of all truck trips and recorded loss of 0.8 percent in truck trips in 2003 over 2002. Truck class 6 and 7-plus (1,800 trips and 14 trips) reported decrease of 50 and 33 percent, however the number of trips are small. Seasonal variations showed increases in the first and second quarter (96 and 11 percent) and decreases in the third and fourth quarter (4.6 and 1.6 percent). BBT experienced the changes in travel patterns after 9-11attack, but are experiencing the steady increase in commercial traffic.



Henry Hudson Bridge: Named in honor of the 17-century explorer, this bridge was opened in 1936. It connects northern Manhattan to the Bronx and is a part of the Henry Hudson Parkway, which permits only restricted number of commercial vehicles. The truck traffic consists of authorized tow trucks and

school buses, authorized commercial delivery vehicles (Post Office, UPS, FedEx) and authorized contractor vehicles for HHB road and infrastructure improvements. This bridge is a very lightly traveled truck facility, accounts for less than 1 percent of all truck trips over the MTA B&T bridges. Between 2003 and 2002, the increase in truck traffic reached 14.4 percent. However, the total 111,000 truck trips was not significant for overall traffic. Because of renovation, contractor's vehicles used this facility to do construction work as required. During the 2003-2002 period, there was about 10 percent increase in contractor's vehicles on this bridge. All classes of trucks were represented. However, two-axle trucks predominated (96.3 percent of all traffic on the bridge or 107 thousand trips), followed by Class 3 accounting for 1.9 percent of all trucks on this bridge or 2,000 trips. The 2, 4 and 7 plus Class of trucks registered increase of 14.3, 308 and 600 percent (note: Class 7- plus trucks made only 22 trips), while Class 3, 5 and six-axle trucks reported the decrease of 6.1, 8.2 and 75.8 percent over 2002, respectively (see Figure 3C, which shows truck volume by vehicle type). Seasonal trips recorded increases in all quarters, accounting for 27.2, 12.5, 20.4, and 2.3 percent, respectively. The increase could be due to local area road and infrastructure improvements.

Marine Parkway Bridge: The Marine Parkway/Gil Hodges Memorial Bridge, named in honor of the Brooklyn Dodgers first baseman and Mets manager, was opened in 1937 to provide access to the Rockaway Peninsula, which previously could only be reached by ferry. When it was built, the bridge's vertical lift span was the longest in the world. The land at both ends of bridge is today part of the Gateway National Recreation Area. The bridge has direct connection to the Shore Parkway. The Marine Parkway Bridge accounts for 1 percent of all truck trips on the MTA B&T facilities, with truck trips in 2003 numbering 171,000. The trips increased in 2003 by 1.9 percent. Seasonal trip increases were recorded in all quarters, and listed 1.4, 0.8, 1.8 and 3.7 percent of increase in regard to 2002. The most popular type of trucks was the two-axle vehicle (82.6 percent of all the trips over MPB or 141,000 truck trips), followed by Class 3 trucks, accounting for 11.4 percent of all trips over this bridge or 20,000 truck trips. Increase from 2002 was 1.2 percent in Class 2 and 10.4 percent in Class 3. The largest increase (52 percent) was in the seven+ axle trucks and five-axle trucks, although number of trips for this groups are small (35 trips) and accounts for less than 1 percent of total truck trips.

Cross Bay Bridge: Cross Bay/Veteran Memorial Bridge was completed in 1970. Located four miles east of the Marine Parkway Bridge, it connects the Rockaway Peninsula to Queens, Belt Parkway and the Southern State Parkway on Long Island. It is a high level bridge which permits boats to pass under it. With truck trips numbering 226,000 in 2003, this bridge accounted for 1.6 percent of the total MTA-B&T trips. The trips increased in 2003 by 2.8 percent. Seasonal trips increases were listed in second to fourth quarters (0.6, 9.5 and 3.0 percent, respectively) while first quarter registered decrease of 1.8 percent. The most popular type of trucks was two-axle

vehicle (81.4 percent of all the trips or 226,000 truck trips) followed by Class 3 vehicles accounting for 11.5 percent of total CBB truck trips, or 32,000 truck trips. The largest increase was in the 7plus-axle trucks (111 percent, however number of trips in this category was small, only 19 trips) followed by Class 6 and Class 5 trucks (10.6 and 7.9 percent increase, with number of truck trips 1,000 and 14,000, respectively). The largest loss was registered in the 3-axle category, followed by 4-axle Class (12.8 and 6.3 percent).

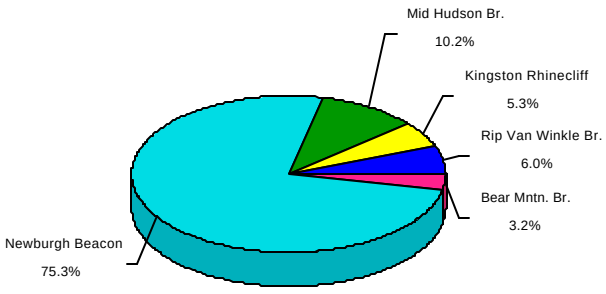
MTA-B&T Toll Structure: Truck tolls were collected in both directions at each of the MTA-B&T's facilities except for the Verrazano Narrows Bridge, where tolls are collected from the westbound traffic only. Round trips are therefore doubled on this facility to reflect total traffic. The toll established in 1996 was increased in May, 2003, and the one-way trip fee for Triborough, Bronx-Whitestone. Throgs Neck bridges and Brooklyn-Battery and Queens-Midtown tunnels was: $8 for 2-axle trucks, $13 for 3-axle, $17 for 4-axle, $22 for 5-axle, $26 for 6-axle, and $32 for 7-axle trucks. For the VNB the toll collected was double the amount. For trucks with more axles, the standard toll rate was $5 per additional axle. There was a substantial discount for E-ZPass ($6.40 to $24.80, depending of number of axles, see Exhibit C). For smaller bridges (Marine Parkway and Cross Bay bridges) the cost was from $4 ($3.20 with E-ZPass) for 2-axle trucks to $15 for 7-axle trucks ($12 with E-ZPass), with $3 for each additional axle ($2.40 for E-ZPass holders).

New York State Bridge Authority

New York State Bridge Authority (NYSBA), created by then Governor Franklin D. Roosevelt in 1932, operates five tolled bridges spanning the Hudson River: Rip Van Winkle Bridge, Kingston-Rhinecliff Bridge, Mid-Hudson Bridge, Newburgh-Beacon Bridge, and Bear Mountain Bridge. These facilities managed by the Bridge Authority have played an important part in the growing economy of the Hudson Valley and the lives of its people. In 2003, NYSBA accounted for 5.7 percent of all regional truck toll volumes and handled over 4.6 million truck trips, an increase of 24,000 trucks trips over the 2002 figure. This represents an overall gain of 0.5 percent from 2002. The second and third quarters of 2003 were the busiest seasons, responsible for over 1.2 million truck trips, the same as in 2002. There was a seasonal increase in trip volumes in third and fourth quarter of 2003 (1.9 and 3.9 percent) while the first and second quarter of 2003 registered loss of 2.7 and 1.2 percent, respectively.

The most popular types were in 2003 two and five-axle trucks, which accounted for volumes 1.4 million and 2.6 million trips, and for 30 and 57 percent all NYSBA toll facilities trips, respectively. Trucks Class 2 and 3 recorded increase from 2002 numbers (3.1 and 6.4 percent), while trucks Class 4, 5, and 6 showed decreases of 2.7, 0.6 and 2.3 percent. See Fig. D on this page for 2003 share of NYS BA truck toll volumes by facility.

Figure D
NYSBA Share of Truck Toll Volume by Facilities
2003



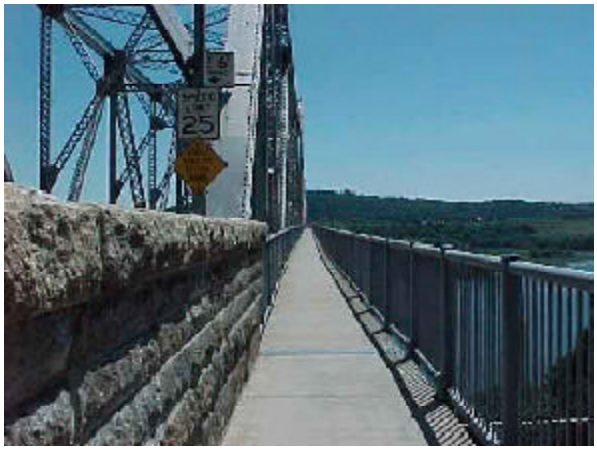
Source: Toll Agency data

Newburgh-Beacon Bridge (NBB): This seven-lane bridge between Beacon and Newburgh, was first opened to the traffic in November 1963 as a part of the interstate network. The overall length of the bridge is 7,855 feet (north) and 7,789 feet (south), and the main span length is 1,000 feet. Clearance above the Hudson River is 135 feet. The bridge is supported by an the articulated deck truss. Of the five crossings managed by NYSBA, the Newburgh-Beacon Bridge recorded the largest volume of 3.5 million truck trips, an increase of 2.3 percent in truck trips from 2002. This bridge captured over 75 percent of all truck trips

over the NYSBA facilities. Decrease in truck volume was 0.2 percent or 6,000 truck trips. The most popular type of trucks on NBB were truck Class 5, which accounted for 68 percent of total truck trips (2.3 million trips), followed by truck Class 2, which accounted for 21 percent of total truck trips on the bridge, with volume of 0.7 million truck trips. Class 2 and 6 experienced increases of 2.0 and 0.4 percent and volume of Class 3, 4 and 5 decreased by 0.8, 1.7 and 0.7 percent from 2002. Trucks Class 3 with a volume of 177,000 trips accounted for 5.1 percent of total truck trips on the bridge and Class 4 with volume of 133,000 trips accounted for 3.8 percent of all trips on this bridge. Seasonal increases were listed in the third and fourth quarters (0.9 and 3.5 percent) and first and second quarters registered loss of 3.1 and 2.1 percent. See Appendix B, Table 17 for details of the NYSBA and NBB truck activity for 2002-2003.

Mid-Hudson Bridge (MHB): MHB was opened to traffic in August, 1930. It provides a vital route across the Hudson, between Poughkeepsie and Highland. Its overall length is 3,000 feet, main span is 1,500 feet, and its clearance above river is 135 feet. This is a parallel wire cable suspension bridge, with suspended side spans. In 2003, the Mid-Hudson Bridge placed a distant second after the NBB, with only a10.2 percent market share of truck trips (the same as in previous year) and a volume of 460,000 trips. In 2003, the MHB reported an increase of 3 percent from 2002. The most popular type of trucks on MHB were Class 2, which accounted for 64.3 percent of total truck trips (305,000 trips), followed by Class 5, which accounted for 19.8 percent of total truck trips on the bridge, with volume of 94,000 truck trips. Class 2 and 5 have registered gain of 4 and 2.6 percent from 2002. Class 3 trucks with volume of 51,000 trips accounted for 10.8 percent of total trips and registered increase of 0.6 percent. Class 4 (17,000 trips) and Class 6 (7,000 trips) listed losses of 1.3 and 3.8 percent. Seasonal increases were listed in all quarters (2.3, 2.3, 3.3 and 4.2 percent, respectively). See Appendix B, Table 17 for details of the NYSBA and MHB truck activity for 2002-2003.

Bear Mountain Bridge (BMB): The Bear Mountain Bridge, the first vehicular bridge on the Hudson south of Albany, was opened in November 1924, and was then listed as the longest suspension bridge in the world. Its overall length is 2,255 feet, with main span length 1,632 feet, and clearance from river 155 feet. It provides a vital route between New York City and Albany. In 2003, the BMB accounted for only 3.2 percent of all NYSBA truck traffic. There was a decrease in truck trips (by 4.8 percent) over the 2002 period, reaching 150,000 truck trips. The most popular type of trucks on BMB was Class 2, which accounted for 53.6 percent of total truck trips on the bridge (80,000 trips), followed by trucks Class 5, which accounted for 22 percent of total truck trips on the bridge, with volume of 33,000 truck trips. Class 5 truck trips experienced 5.6 percent gain in volume from 2002 while other type of trucks experienced losses of 1.7 percent in Class 2, 15.8 percent in Class 3, 4.2 percent in Class 4, and 26.9 percent in Class 6. A seasonal decrease of 11.8, 5.2, and 3.2 percent was listed in the first, second and fourth quarters, respectively. The largest volume of 42,000 truck trips was in the third quarter, which listed small increase from 2002. See Appendix B, Table 17 for details of the NYSBA and BMB truck activity for 2002-2003.



Rip Van Winkle Bridge (RVW): Built during the Great Depression, this bridge was opened to traffic in July 1935. The bridge was designed as cantilevered and suspended deck trusses. It has overall length

of 5041 feet, main span length 800 feet, and clearance above river 145 feet. In 2003, this bridge accounted for 6 percent of all NYSBA truck traffic. There was an increase in truck trips (by 2.9 percent) over the 2002, reaching the 279,500 truck trips. The most popular type of trucks on RVW were Class 2, which accounted for 51 percent of total truck trips on the bridge (142,500 truck trips), followed by Class 5, which accounted for 31.5 percent of total truck trips on the bridge, with a volume of 88,100 truck trips. The largest increase of 19.7 percent was listed in vehicles Class 3 (34,700 truck trips) and the largest loss (21.8 percent) was registered in Class 6 which had 3,800 truck trips in 2003. Seasonal increases were listed in the second, third and fourth quarters (0.9, 5.5, and 5.5 percent), while the first quarter experienced a decrease of 1.1 percent. See Table 17 for details of the NYSBA and RVW truck activity for 2002-2003.

Kingston-Rhinecliff Bridge (KRB): The KRB was opened to traffic in February 1957 to replace the Kingston-Rhinecliff ferry which was abandoned. The structure is supported by a continuous under-deck truss . The overall length is 7,793 feet, the main span length is 800 feet, and clearance above river is 250 feet. In 2003, this bridge accounted for only 5.3 percent of all NYSBA truck traffic. There was an increase in truck trips (by 6.7 percent) over the 2002, reaching 247,000 truck trips. The most popular type of trucks on KRB was Class 2, which accounted for 66.4 percent of total truck trips on the bridge (164,000 trips), followed by Class 3 with 37,000 trips recorded (15.2 percent of total trips). In third place was Class 5, which accounted for 12.6 percent of total truck trips on the bridge, with a volume of 31,000 truck trips.The largest increase in truck trips from 2002 was listed in Class 6 (158 percent), which registered in 2003 3,000 trips, and in Class 3 (10.3 percent increase). Class 2 registered 6.8 percent increase in truck trips. The second, third and fourth quarters of 2003 experienced increases in volume from 2002 by 5.2, 10.5, and 12.6 percent respectively, and first quarter recorded 2.4 percent decrease in trips. See Table 17 for details of the NYSBA and RVW truck activity for 2002-2003.

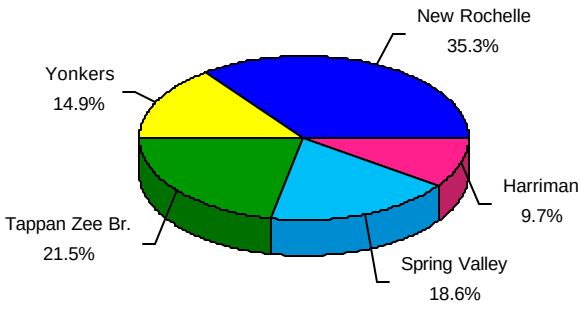
NYSBA Toll Structure: In order to produce total truck volume, one-way traffic is doubled for the five Hudson spans. The toll rate, established in February 2000, was not increased in 2003 and is $2.50 for trucks having two axles and more than four tires. An extra $2.00 is charged for Class 3, and $1.50 is charged each additional axle for four to seven-axle trucks (see Figures 4A, 4B and 4C, Tables 1 and 17, and Exhibit A). There is no discount for E-ZPass.

New York State Thruway Authority

The Governor Thomas E. Dewey Thruway, the 641-mile superhighway crossing New York State, operated by the New York State Thruway Authority, is the longest toll highway system in the United States, connecting with several major highways in New Jersey and Pennsylvania. The Thruway connects in the New York metropolitan region with the Major Deegan Expressway at the New York line, the Connecticut Turnpike (I-95) near Port Chester, New Jersey Garden State Parkway near the Spring Valley in Rockland County, and Interstate 287 in northern Rockland County. Only the 14-mile part of Thruway in area of the Garden State Parkway connection in New Jersey and Cross-Westchester Expressway (I-287 connection) is under review by this report. The Thruway is generally a four-lane (two lanes in each direction) highway. The Harriman-New York City stretch has six lanes, and the part between Nyack and the Tappan Zee Bridge has eight lanes.

Truck volume decreased in 2003 by 2.2 percent or

Figure E
NYSTA Share of Truck Toll Volume by Facilities
2003



Source: Toll Agency data

332,000 trips. Usage went down from 15.4 million trucks trips in 2002, to 15.0 million trucks in 2003. The largest decrease was registered in the New Rochelle facility (6.5 percent), the third decrease in the last three years, followed by a decrease in truck trips on Yonkers (1.2 percent), and Spring Valley (2 percent) barriers. The increase of 0.4 and 8.3 percent was recorded on the Tappan Zee Bridge and Harriman barrier. Regarding the type of trucks, the increase of 1.2, 3.1 and 1.4 percent respectively was listed in the Class 3, Class 6 and Class 8 truck trips, although the Class 8 trucks (truck 3 axles or truck or tractor with 2 axles and single saddlemount) accounted for only 5.1 percent of all NYSTA truck trips. The Class 5 (tractor trailer with 5 or more axles, auto transporter or truck/trailer, 2 or more axles, with triple saddlemount) was the most popular type (30.9 percent of all NYSTA truck trips) with over 4.6 million trips in 2003, followed by Class 3 (tractor trailer with 5 or more axles, with 53 ft. trailer, or tandem trailers) and Class 4 trucks (trucks with 2 axles, 6 tires, or truck with 4 tires, with 2-axle trailer),accounting for 26.5 and 26.4 percent of all NYSTA truck trips, respectively, with 4.0 million truck trips in each facility. The Class 7 trips (tractor trailers, 4 axles; truck 3-axle with single saddlemount; tandem trailers; or auto transporter with 4 or more axles) which accounts for 5 percent of all NYSTA trips with 758,000 trips, lost 5.8 percent from 2002. Looking on seasonal variations, the quarterly decrease (9.8 2.4 and 0.1 percent, respectively) was registered in the first, second and third quarter, while the fourth quarter recorded 3.0 percent increase, with average 3.8 million trips (see Tables 1 and 18, and Figures 5A, 5B and 5C in Exhibit A and B). See Fig. E on page 15 For 2003 share of NYS TA truck toll volumes by facility.

NOTE: According to the New York State Thruway Authority, its vehicle classification system does not always reflects direct correlation between classification of vehicles and number of axles. The enclosed tables (see Exhibit B) present the number of truck trips by vehicle class, which do not necessarily reflects the number of vehicle' axles. For detailed information please contact the NYSTA Office of Transportation Statistics at tel: 518-471-5043.

Tappan Zee Bridge: One of the largest bridges in the U.S., the three-mile long Governor Malcolm Wilson Tappan Zee Bridge, which carries the New York Thruway's mainline across the Hudson River, about 13 miles north of New York City, was opened to traffic on December 1955. This bridge handles over 165,000 vehicles daily. In 2003, the Tappan Zee handled the large share (21.5 percent versus 21 percent in 2002) of the NYSTA total truck traffic, or 3.2 million truck trips, 12,000 more than in the 2002. A decrease was found in the Class 2 and 5 trucks, which reported 2.3 percent loss, however this was offset by a 2 percent gains in the Class 3 and 4 trucks, and 1.7, 3.8 and 6.7 percent increase in the Class 6, 7, and 8 trucks. The most popular was Class 5 trucks, which registered 1.3 million truck trips, and accounted for 40.8 percent of the all trucks on this bridge, the largest share of bridge traffic. Class 4 truck volume which accounted for 24.1 percent of total traffic with 778,000 trips in 2003 and Class 3 with 21.2 percent of all TZB trips or 685,000 trips listed, recorded 2.0 percent increase from 2002. The largest increase of volume from 2002 (6.7 percent) was listed in Class 8 which accounted for only 3.8 percent of all TZB trips, followed by increase of 3.8 percent on Class 7, which accounted for 4.8 percent of all NYSTA trips. Class 2 listed only 53,000 trips (1.6 percent of all trips on TZB) and experienced a loss of 2.3 percent from 2002. The seasonal variations registered a decrease of 5.7 and 2.1 percent in the first and second quarter of 2003, and in the third and fourth quarters truck trips rose by 2.5 and 6.7 percent, respectively.

New Rochelle and Harriman Barriers: In 2003, the New Rochelle and Harriman barriers handled

5,299,700 and 1,454,591 truck trips, respectively. This number reflects a decrease of 6.5 percent for the New Rochelle barrier but a 8.3 percent increase for Harriman, over 2002. These barriers captured 35.3 percent and 9.7 percent, respectively, of the share of NYSTA total truck volume (36.9 percent and 8.7 percent in 2002). In 2003, the most popular type of trucks were the trucks Class 3 and 5 (31.3 and 28 percent share for New Rochelle, with 1.7 million and 1.5 million trips) and Class 4 and 5 for Harriman (27.8 and 34.0 percent share of the facility trips, with 405,000 and 494,000 trips, respectively). The least popular was Class 2 for both barriers (1.1 and 2.2 percent share of New Rochelle and Harriman all truck trips, with 58,000 and 31,000 trips). All type of trucks for New Rochelle barrier, except Class 6, experienced decrease in trips from 4.6 percent for Class 2, to 4.9 percent for Class 8. The largest loss was listed in Class 7 with 260,000 trips (12.4 percent) followed by Class 5 with 10.5 percent loss. All type of trucks for Harriman barrier experienced increase in trips from 1.3 percent for Class 2, to 8.3 percent for Class 8. The largest gain was listed in Class 3 which accounted for 17.7 percent of all Harriman truck trips, with 257,000 trips (33.1 percent increase from 2002) followed by Class 8 (96,000 trips or 6.6 percent of all Harriman trips) with 8.3 percent increase.
The New Rochelle barrier listed losses in all four seasons (3.5, 3.6, 1.5, and 2.4, respectively). Regarding the seasonal variations, all 2003 quarters in New Rochelle registered losses of 20.7, 3.8, 2.1 and 0.3 percent, respectively, from the first to fourth quarter. The largest quarterly value (1.4 million trips) was listed in the second quarter. In the same year, all quarters in Harriman recorded increase of 6.1, 7.9, 9.3 and 9.5 percent, with the largest volume of 397,000 in the third quarter of 2003.

Spring Valley Barrier: In 2003, the Spring Valley barrier handled 2.8 million truck trips, and captured 18.6 percent (the same percentage as in 2002) share of total NYSTA truck volume. This was a decrease of 2 percent from 2002. The most popular trucks were the Class 3, followed by Class 5 and 4, which captured 35.5, 27.4 and 21 percent share of all Spring Valley trips, and reached 993,000, 765,000, and 587,000 truck trips, respectively. The largest increase from 2002 was listed for the Class 8 and Class 6 trucks (13.0 and 9.9 percent) which account for 4.6 and 4.0 percent of all trips over this barrier. The largest losses (14.0 and 10.7 percent) were in the Class 5 and Class 2, which captured 27.4 and 1.7 percent of barrier' truck trips share. The only seasonal increase (2.3 percent) was reported in the fourth quarter of 2003, the first, second and third quarters reported losses of 4.0, 3.7 and 2.5 percent, respectively.

Yonkers Barrier: In 2003, the Yonkers barrier handled 2.2 million truck trips, and captured 14.9 percent share of NYSTA truck volume (almost the same as in 2002). This represents a decrease of 1.2 percent from 2002. The most popular type of trucks were Class 4 and 5 trucks, which represented 38.0 and 26.0 percent of all Yonkers trips and reached 853,000 and 582,000 truck trips, respectively. The larger increases were listed for the Class 6 trucks (8.2 percent) which captured 4.5 percent of share of the total Yonkers barrier traffic with 101,000 trips, and for Class 3 (with 388,000 trips and 17.3 percent of Yonkers truck traffic). All other categories of trucks registered losses, from 6.4 percent in Class 2 (18,000 trips) to 3.8 percent in Class 8 (178,000 trips). The most popular Classes 4 and 5 registered losses of 0.7 and 2.3 percent from 2002. The only seasonal increase was listed in the fourth quarter of 2003 (3.0 percent), while the first, second and third quarter listed decrease of 2.8, 3.2, and 1.7 percent, respectively.

NYSTA Toll Structure: NYSTA toll structure has not changed since July 1997, when incentive pricing went into effect at Spring Valley and the TZ Bridge. The toll for commercial vehicles on the barriers ranged from $0.75 to $6.00, depending of its class, distance, time of travel and facility. There is a substantial discount for E-ZPass holders. Tolls are collected each way at the Yonkers and Harriman barriers but one way for a round trip at the Spring Valley, New Rochelle barrier and the Tappan Zee Bridge. About 70 percent of all toll transactions proceeded are with E-ZPass (85 percent during the rush hours).

Since July 1997, a variable toll structure aimed at easing congestion was implemented by the NYSTA for commercial EZPass vehicles using the Tappan Zee Bridge during the weekday a.m. peak period, and

the Spring Valley toll barriers during the p.m. peak period. Trucks that do not have EZPass pay the higher rates at all times. Trucks with E-ZPass pay on the bridge for a round trip in time frame 12:00AM - 6:14AM from $3.75 to $10.00 (Class 2- the lower, and Class 5 - the higher toll) and the highest rate is in hours 7AM to 8:59AM, from $7.50 (Class 2) to $20.00 (Class 5). On weekends E-ZPass customers with toll classes 2-8 vehicles, are charged the 12:00AM-6:14 rate. Non E-ZPass customers pay the 7AM-8:59AM rate at all times.

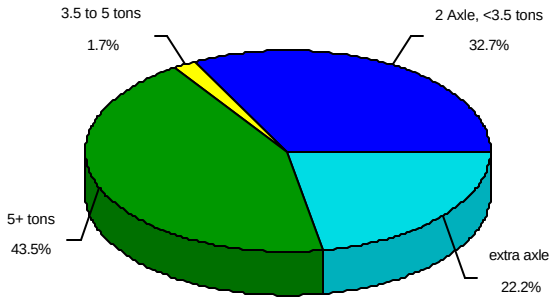
Spring Valley toll barrier (northbound only) charges trucks with E-ZPass from $1.00 (Class 2 vehicle) to $6.00 (Class 5 trucks) depending of time and vehicle class. The non-E-ZPass customers pay at all times the highest rate from $2.00 to $6.00, depending of class of vehicle. A two-way toll is also paid at New Rochelle by traffic going northbound. Since 1997, the toll charged has been $1.50 for Class 2 trucks, up to $3.50 for the Class 5 trucks. In the Yonkers barrier, the E-ZPass toll charge each way is from $.75 (Class 2) to $1.75 (Class 5), and for the Harriman barrier the toll ranges from $.75 through $2.00 for Class 2 and Class 5 trucks (see Exhibit A).

New Jersey Highway Authority/NJTA

The 173-mile Garden State Parkway (GSP) runs north-south through 50 municipalities in 10 counties, from New York line to the Cape May in the south. GSP was under New Jersey Highway Authority (NJHA) jurisdiction prior to July 9, 2003, when all the duties, obligations and powers were transferred from NJHA to the New Jersey Turnpike Authority.An official code of regulations governing the use of GSP was then adopted by the NJTA to augument Title 39 Motor Vehicle and Traffic Regulations. The Parkway maintains 359 exits and entrances. Heavy trucks (3.5 tons or more, 6 tires or 3- or more axles) are prohibited north of interchange 105.Therefore, this truck toll analysis describes only part of GSP and interchanges south of Asbury toll plaza. In 2003, NJHA truck traffic represented 5.0 percent of all truck toll traffic in the metropolitan region. Between 2003 and 2002 truck volumes on Garden State Parkway increased by 5.1 percent, from 3.8 million to 4.0 million truck trips (including small trucks which weigh 3.5 tons or less). These data reflect only these toll plazas of the forty-three toll plazas on the GSP which carry commercial traffic. Seven of the 14 plazas which comprise the section of the GSP that allows commercial traffic, reported growth varying from 8 percent at Asbury and 9 percent at Toms River to 15 percent (at Barnegat), and five reflected decrease from 8.0 (Somers Point) to 34 percent (Lakewood). Next to Toms River (719,000 truck trips), the busiest stations were Asbury (622,000 trips) and Barnegat with 612,000 trips. Wildwood and Somers Point, as in former years, counted the lightest truck traffic (24,000 and 59,000 truck trips, respectively in 2003). Plazas which were not opened in 2002 (Brick, Berkeley) are not included in comparison, and the greater than 100 percent increase at the Wildwood Plaza (from 11,000 to 24,000) is not representative.

Most operators classify trucks according to the number of axles, except for the Garden State Parkway, GSP, where both weight and axles are used. Two-axle trucks weighing below 3.5 tons (1,261,230 trips) account for 31.2 percent of total trucks on the Garden State Parkway. The most utilized type of trucks were trucks weighting 5 tons and over (1,795,278) which account for 44.4 percent of GSP all trips, and trucks with extra axles (915,560 trips) account for 22.7 percent. Trucks with 3.5 to 5 tons (69,807 trips) account for only 1.7 percent of total trips. The larger increase in trips in regard to 2002 (13 percent) was in the 5+ category, and the larger losses were recorded in 3.5 to 5 tons type (10 percent). Trucks with extra axle registered a moderate 1 percent loss. For 2003

Figure F
GS Pkwy Truck Toll Volumes by Type
2003



Source: Toll Agency data

share of GSP truck toll volumes by vehicle category see Fig. F on page 18.

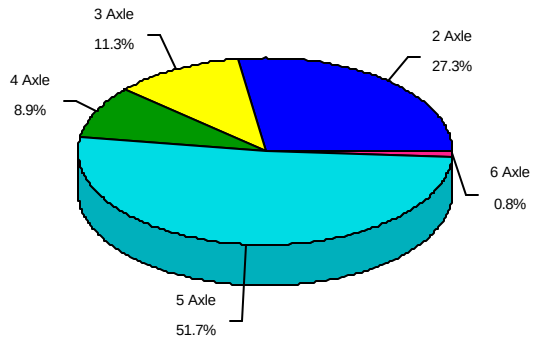
Truck traffic on the GSP was heaviest during the second and third quarters ending September 2003 (the same as in 2002) and accounted for 1.1 million truck trips in each of these quarters. The first quarter registered a negative value in regard to the 2002 (decrease of 11 percent), while second to fourth quarters registered increase in trips of 9, 9 and 12 percent, respectively. The winter season ending in March was the most lightly traveled period (765,000 truck trips).

GSP Toll Structure: Truck tolls are collected for both directions of travel. There were no changes in toll schedule in 2003. Within the described area there are 14 toll plazas, but not all are mainline toll plazas. There are six mainline toll plazas (Asbury, Toms River, Barnegat, New Gretna, Great Egg and Cape May) and the rest are ramp plazas. In 2003, where truck traffic is permitted, a toll of 50 to 70 cents is charged, depending on distance,for two axle, 4-tire truck with 3-1/2 tons or more and 2 axle, 6-tire truck. For 3-axle truck, the toll amount is from $0.75 to $1.05, depending of distance, for 4 axle truck the toll is from $1.00 to $1.40, for 5-axle truck toll is from $1.25 to $1.75, and for 6-axle truck toll is from $1.50 to $2.10, depending on distance. (See Exhibit A, Figures 6A, 6B, and 6C, and Exhibit B, Tables 1 and 19). For a period of one year (November 2001 to November 2002) the Garden State Parkway experimented with a discount for Class 1 (passenger cars) vehicle only. However, the program was abandoned on November 18, 2002. There are no E-ZPass discount for trucks on this highway.

New Jersey Turnpike Authority

Running through one of the nation's busiest regions, the New Jersey Turnpike is a major thoroughfare in the New York metropolitan area, linking south eastern states with New York, New England and Canada. Two tunnels and three bridges connect it to New York City. The first section of New Jersey Turnpike was officially open to traffic in November 1951. Fifty years later, the New Jersey Turnpike serves annually nearly 230 million vehicles traveling 5.7 billion miles. It expanded to 28 interchanges and covers 148 miles. The new Secaucus Interchange, scheduled for completion in 2005, will be located between interchanges 15E and 16E/18E on the Eastern Spur and will provide travelers direct access to the recently constructed New Jersey Transit Secaucus Rail Station and Warehouse District. The lanes have been widened and additional lanes have been added, making the turnpike as wide as 14 lanes in some areas. Since September 2000, when E-ZPass became operational, the agency has issued over 2 million transponders. In 2003, 65 percent of all motorists used E-ZPass, reducing by 85 percent delay on the toll plazas, reducing fuel consumption and air pollution. The limitations on use of the turnpike are: height of vehicle - 13 feet 6 inches; width - 8 feet 6 inches, length - semitrailer in excess of 53 feet in length when in a tractor-semitrailer combination, and weight - 80,000 lbs. In July, 2003, the agency announced the consolidation of the NJTA and NJHA governing the Garden State Parkway. This consolidation will reduce outstanding debts and help to increase necessary investments on GSP.

Figure G
NJ Turnpike Truck Toll Volumes by Type
2003



Source: Toll Agency data

This report includes an analysis of only the northern part of the turnpike, starting from interchange 7A up to the exit for the George Washington Bridge. Truck usage on the New Jersey Turnpike between interchanges 7A and 18W, which account for 29.1 percent of all truck toll traffic in the metropolitan region increased by 2.1 percent or 473,000 trips between 2002 and 2003. Truck toll traffic was counted at 23.5 million commercial vehicles in 2003, up from 23 million in 2002. These trips represent an estimated 80

percent of the commercial vehicle traffic using the New Jersey Turnpike.

In 2003, the share of five-axle trucks (12.1 million trips) as a percent of total Turnpike traffic was reported to be 51.8 percent on the NJT, slightly less than in 2002 when the presence of this type of vehicle accounted for 52.6 percent. In 2003, the representation of two-axle trucks and Class 3 trucks was 27.3 percent and 11.3 percent, respectively. Other truck types on the Turnpike grew by 8.9 percent for four-axle trucks and 0.8 percent for six-axle vehicles. Next to five-axle trucks (12.1 million truck trips), the most popular type was two-axle truck with 6.4 million trips listed in 2003. See Fig. G on the previous page for 2003 share of NJT truck toll volumes by vehicle category.

Truck trips averaged from 5.2 million in the first quarter to 5.9, 6.0, and 5.9 million in the second, third and fourth quarters of 2003. All quarters recorded increase in trips from 2002 of 2.8, 1.1, 2.1, and 2.2 percent, respectively.

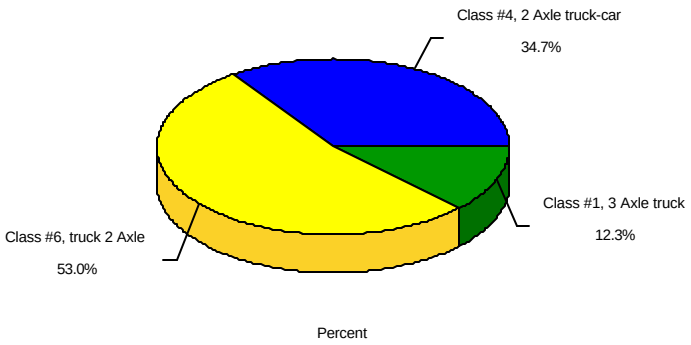
NJTA Toll Structure: Toll for travel between interchanges are determined by the cost of construction and maintenance of the roadway between those points. Vehicles are divided into classes, determined by the vehicle's number of axles. Buses have their own classification system. Increase in the toll rate was established in January 2003 for cars and trucks using the Turnpike. There is a significant discount for vehicles using E-ZPass, which was introduced in 2000. For passenger vehicles only the new toll rate schedule recognizes the peak and off-peak travel time differences and provides significant discount for vehicle using E-ZPass and entering during the off-peak schedule. For trucks - the toll is established on a distance-based schedule and depends from vehicle configuration (Class). Class 2 trucks pay a distance-based toll beginning at $0.60 from the nearest interchange north of 7A to $8.95 ($8.15 with E-ZPass) at the farthest point on exit 18. Class 3 trucks pay a distance-based toll beginning at $1.00 from the nearest interchange north of 7A to $12.25 ($0.90 to $11.20 with E-ZPass) at the farthest point on exit 18. For Class 4 and 5, the rate for these distances is from $1.00 to $13.90 ($0.90 and $12.70 with E-ZPass) for Class 4, and from $1.15 to $16.70 ($1.05 and $15.30 with E-ZPass) for Class 5. For Class 6, the rate for these distances is from $1.30 to $19.45 ($1.20 and $17.70 with E-ZPass). See Figures 6D&E, and Tables 1 & 20A.

Nassau County Bridge Authority

The only toll-collecting drawbridge in Nassau County is the Atlantic Beach Bridge located along the South Shore of Long Island. It was opened to traffic in July 1950. The length of bridge is 1,173 feet and its width is 68 feet (on roadway). There are 6 traffic lanes (three in each direction). This bridge accounts for 0.1 percent of all truck toll volumes in the region. Although dwarfed by the larger South Shore crossings, in 2003 it carried 90,000 truck trips compared to 85,400 trips in 2002. This represents an increase of 4,500 truck trips or 5 percent gain in regard to 2002. A negative trend on the bridge was present in the years of 1997, 1998 and 1999, but was reversed in 2000 and shows the steady increase in commercial trips.

In 2003, there were increases in Class #6 (2-axle trucks) and Class #1 (3-axle trucks) trips by 10.4 percent. The decrease of 5.1 percent was registered in the two-axle truck-car Class #4). The most popular type were two-axle trucks (Class #6), with 47,700 trips or 53 percent of all trips over this bridge. The two-axle truck-car with 31,200 trips

Figure H
NCBA Truck Toll Volumes by Type, 2003
Atlantic Beach Bridge



Source: Toll Agency data

represented 35 percent of all trips and three-axle type accounted for about 12 percent of all trips. See Figure H on this page and Table 20B in Appendix B for 2003 share of truck toll volumes by truck type.

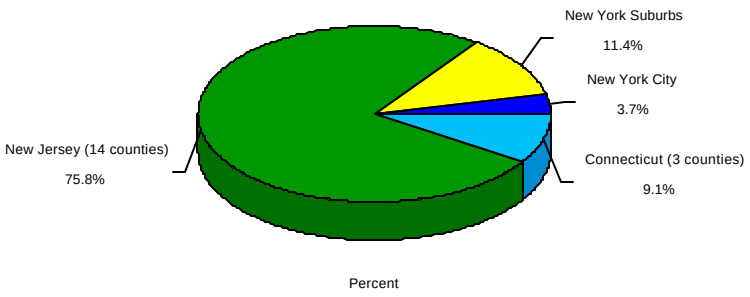
The significant increase in truck trips occurred in the second and third quarter of 2003: 11.9 and 12.7 percent, to 26,000 and 25,000 trips. Other quarters registered decrease of 3.8 percent in the first quarter and 5.3 percent in the second quarter (see Table 20B). The only allowable trucks on the bridge are Commercial Class 4 with 2 axle Truck/Car, the Class 6: 2-axle truck, and Class 1: 3-axle trucks.

NCBA Toll Structure: Tolls vary according to the number of truck axles. Tolls were increased last in 1997. Cash fares for light-duty trucks range from $1.25 for a Class 4, 2-axle *tr*uck to $3.75 for a Class #1, 3-axle truck. For Class 6 (2-axle trucks) toll is $2.50. At this time, the Atlantic Beach Bridge does not utilize the E-ZPass system. There were no changes in toll fares in 2003. Exhibit A gives the toll structure for the various categories.

Commercial Vehicle Registrations

There was almost 10 percent increase in 2003 over 2002 in the number of vehicles with commercial license plates registered in the tri-state New York Metropolitan region. New Jersey had the highest number of registration (1.7 million or 75.7 percent of all registrations in the region) and reported a rate of increase of 7.9 percent. All other areas also registered gains numbering from 6.9 percent increase in New York City (only Kings County registered 33 percent decrease in registration number) to 65.8 percent increase in Hudson Valley suburbs and 37.4 percent gain in Long Island counties. The total increase was 27.3 percent for the Downstate New York area which accounts for 15.1 percent of the three-state region commercial registrations. The main reason for this recorded increase in registration was the steady rise in the commercial vehicles needed for delivery for the rising number of businesses. See Fig. I on page 21 and Table 21 in Appendix B for 2003 commercial vehicle registration distribution by regions and counties.

Figure I
Commercial Vehicle Registration
2003



Source: Toll Agency data

Connecticut, which accounted for 9.1 percent of all tri-state truck registrations, had registered 210,000 trucks and recorded 2.6 percent increase in 2003. Starting from 1999, there were changes in the Connecticut recording system. It currently lists vehicle registration rates by the county (three counties: Fairfield, Litchfield and New Haven, are included in the regional count) and not by the six planning region, as was practiced up to 1999. Table 21 in Exhibit B provides an overview of commercial vehicle registrations between 1983 and 2003.

Conclusion

Trucking plays a critical role in the freight transportation system in the U.S. and even more so in the New York metropolitan area. Even during the national economic downturn, when New York City was still recovering from the aftershock of the 2001 terrorist attack on the World Trade Center, the 2003 figures

for the region reflect only an insignificant 0.2 percent decrease in truck trips due mostly to decrease in the PANY&NJ and MTA B&T facilities. Other agencies show modest but steady growth, which together accounts for 80.5 million trips in 2003. Near- and longer-term prospects for truck transportation remain positive and the share of volume transported and revenue earned by trucks is expected to increase. Economic growth in the United States, Canada and Mexico and the rest of the world of roughly 3 percent per year during the next twelve years suggests a very healthy operating climate for motor carriers. Gross state product growth rate in the New England and Middle-Atlantic census regions (encompassing metropolitan area of New York, New Jersey and south-western Connecticut) is expected to reach 4.1 percent (New England) and 3.5 percent (Middle-Atlantic) per year, while employment will grow annually by 0.6 percent and 1.4 percent, respectively, during 2003-2014. The strong growth is shown in truck vehicle demand, where truck volume cummulative growth will reach 28.7 percent for Class 8, 24 percent for Class 6 and 7, and 50 percent for Class 3 to 5, in 2003-2014, while during the same time, annual growth rates in ton-miles for trucks Class 8, 6 and 7, and 3 to 5 will be 2.9 percent, 3.5 percent and 4 percent, respectively.

This rate reflects changes in other economic indicators, such as employment which, according to the Urbanomics employment forecast data, increased by 0.1 percent in the New York metro area in the two-year period of 2002- 2003, with strong improvement in the Mid-Hudson and New Jersey area by 0.8 and 0.5 percent, respectively. This rate is comparable to the United States Department of Labor which reports that the Consumer Price Index (CPI) for all items went up by 2.3 percent in the U.S. and 3.1 percent in the NY-NJ-CT-PA urban areas, including a 2.1 percent rise in food and beverages. For transportation, the CPI-U (Consumer Price Index for all Urban Consumers) shows increases of 3.1 percent in the U.S., and 4.1 percent in the NY-NJ-CT-PA area, respectively. For new trucks purchase, CPI decreased by 1.5 percent in the U.S. market for the twelve month period ended in December 2003 over 2002.

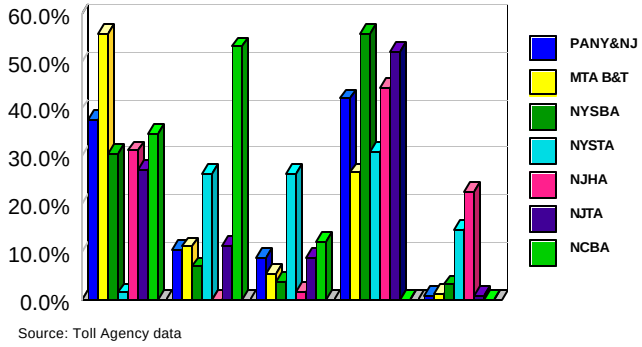
In 2003, tolls did not increase at the region's facilities. The lower rates offered under the E-ZPass system provide the trucking industry with a greater choice. When the various toll restructuring proposals are in place, this will allow greater flexibility for trucks to travel in off-peak hours. In the appendices, Exhibit B shows the dates of implementation of E-ZPass at the various toll barriers and interchanges.

Vehicle mode choice revolves around two to eight-axle trucks, although classification system of some agencies is based on a different approach. For example, the New York State Thruway Authority classification system incorporates the ability to use axle offsets for vehicles that deviate from the standard number of axles. In NYSTA system a 3-axle tow truck is a Class 8 vehicle with a 1-axle offset. The example of vehicle classification system on the Thruway is shown in Exhibit C. Another transportation agency, the New Jersey Highway Authority (Garden State Parkway) uses in its vehicle classification both number of axles and weight. For example, the smallest (Class 2) are trucks with 2-axle and less than 3.5 tons, while Class 3 includes truck with weight 3.5 through 5 tons, Class 4 contains trucks weighing 5 plus tons, and Class 5 - trucks with extra axles. The Nassau County Bridge Authority permits only light trucks on its bridge: 2-axle truck/car (Class 4 by NCBA classification), 2-axle regular trucks (NCBA Class 6), and 3-axle trucks (NCBA Class 1). Other agencies divide vehicles into classes,

determined by the number of axles. Passenger cars, pickup and motorcycles are Class 1 vehicles (not considered in this report). Small trucks with 2 axles and double wheels in the rear are Class 2 vehicles. Trucks with 3 axles or 2-axle vehicle pulling 1-axle trailer are Class 3 vehicles. Class 4, 5 and 6+ are determined solely by the total number of axles.

The most popular types in the region were 2-axle and 5-axle trucks, which accounted for 31 percent and 40.3 percent of all truck trips in 2003. The third position belongs to 3-axle vehicles, which account for 13.2 percent of all truck trips, followed by 4-axle trucks, with 10.7 percent share of all trips. The large trucks (6-axles and over) accounted for only 4.7 percent. Over the two-year period 2002- 2003 there was a 2 percent rise in light duty trucks (two and three-axle) trips, from 35.1 million to 35.6 million truck trips. It is difficult to quantify the actual number of small trucks on these facilities as some toll agencies make no distinction between vans and passenger automobiles and count vans as passenger automobiles and not as trucks. Also, classification system of some agencies does not clearly relates toll classes and axle number, as discussed above. The number of four and five-axle truck trips decreased by 0.3 percent and 1.6 percent, respectively (reaching 8.7 million truck trips for 4-axle vehicles, and 32.5 million trips for 5-axle vehicles). The large truck (six-axle and over) trips have decreased by 1 percent, from 3.9 million in 2002 to 3.8 million trips in 2003. However, some agencies recorded a rise in this type of truck trips (0.2 percent or 3,000 PANY&NJ trips). This type consists of only a negligable percent of all truck trips (0.9 percent of PANY&NJ truck trips in 2003). A rise was listed in 2-axle truck trips for NYSBA, NYSTA, NJTA, and NCBA facilities, of 0.3, 3.1, 0.3, and 6.8 percent, respectively, and in 3-axle truck trips for NYSTA, NJHANJTA and NCBA of 1.6, 1.2, 1.3, and 11.7 percent, respectively. Increase in trips for the 4-axle vehicle was listed for MTA B&T (10.1 percent) and NCBA (12.1 percent), and for 5-axle trucks in NJHA and NCBA (13.2 and 0.5 percent).

Figure J
Operating Agencies Share of Truck Volume by Type
2003



Source: Toll Agency data

Seasonal variation during 2002- 2003 in truck trips reflects a decrease in the first two quarters by 2.2 and 0.6 percent and increases in the last two quarters (0.6 and 1.3 percent), with the most heavily traveled season being that of April to June and July to September (21 million in spring and fall season of 2003) when goods are delivered for the upcoming winter season. Although this occurs in summer, the high concentration of trucks has been cited as one of the underlying reasons for air pollution. However, the adherence to federal standards imposed in 1990 (clean fuel, change in truck structure) has helped to reduce ground level pollution from highway mobile sources.

Compared to other freight transportation modes, trucks continue to be the primary carrier. Trucking dominance of general commodity and small package transport ensures that the truck will continue to gain share on both volume and revenue. According to the “U.S. Freight Transportation Forecast ... to 2014" (issued by American Trucking Association, Inc., 2003), trucking’s share of total tonnage in the domestic freight market in the nation is projected to rise from 67.9 percent in 2002 to 68.2 percent in 2008, and to 69.1 percent by 2014. Its share of total revenue will reach 87 percent by 2014. U.S. domestic transportation market revenue of trucks share is expected to rise from $676.6 billion in 2002 to $1,108.6 billion in 2014, an increase of 64 percent over the next twelve years. Total tonnage in primary freight shipments will increase from 13.1 billion tons in 2002 to 16.6 billion tons in 2014, or 27 percent increase over the next twelve years. Truckload volume is projected to grow 2.5 percent between 2003 to 2008 period, and 2.5 percent to 2014. By comparison, in 2002 the share of railroads freight was 13.4 percent, with annual average growth rate between 2003 and 2008 of 2.2 percent and 1.3 percent to 2014, rail intermodal share was 1.2 percent, with 4.9 percent growth rate up to 2008 and 4.2 percent to 2014, air

share was 0.1 percent (4.7 percent of annual growth rate up to 2008, and 5.1 percent from 2009-2014), and water share was 7.7 percent, with annual growth of 2.0 percent up to 2008 and 1.2 percent from 2009-2014. These four modes account for almost 93 percent of the total shipments handled in the United States of America in the period 2002 through 2014.

Increasingly, the trucking sector is mirroring the performance not only of the domestic economy, but also the interaction between our closest trading partners, Canada and Mexico, and the rest of the world. Current regulations with respect to truck size and weight and hours of service are held constant over the forecast period. Changes in truck size and weight would impact the productivity of a truck, but the present forecast does not consider substantial changes in operating regulations.

According to the 2001 **NYMTC's Regional Freight Plan**, the transport of goods originating in or destined for this region (not including regional through movements) is as follows: truck modal share for commodity flows by weight accounts for 73 percent, water transport accounts for 26 percent and the remaining 1 percent is split between air and rail mode. The major problems confronting goods movement by truck through the region are:

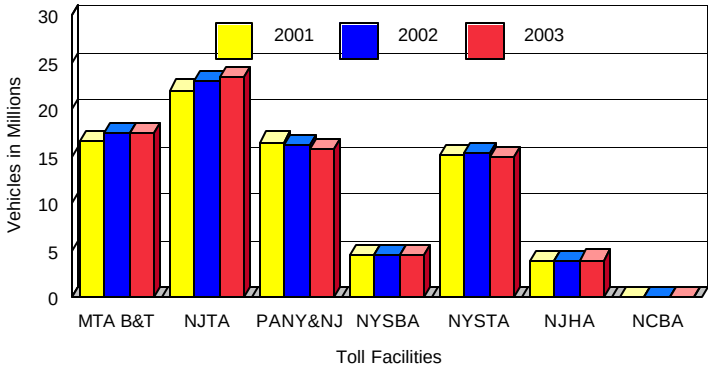
- chronic congestion on the main highways and river crossings, that reduce the reliability and consistency of travel times
- limited number of alternative truck routes
- clearance issues and vehicle dimension restrictions at major river crossings and along major truck routes, that limit the choices for larger trucks.

As the trucking industry grows, this encourages the development of a market for more efficient vehicles and/or the introduction of cost-effective new technologies and innovative applications of existing technologies to meet this region's transportation requirements. New technology may have a great impact on more effective and reliable delivery of goods and on the improvement of safety.

The road pricing system continues to evolve with more toll operators exploring demand management options and making future policy decisions about development and incentive pricing.The debut of centralized Electronic Toll Collection on region's bridges, tunnels and toll roads (including New Jersey Turnpike) in the 1990s represents a significant change in the way the toll collection system operates. As part of a continuing commitment to improve its service to the patrons, transportation agencies (including Turnpike Authority) introduced the Highway Advisory Radio (HAR) system, providing current traffic conditions, travel restrictions, directions and general safety information. The improved system may ease congestion and lower harmful emissions in communities negatively impacted by truck traffic. To this end, the data presented in this monitoring effort will accomplish its stated goals of assisting to provide the policy framework to guide decision-makers in improving the movement of regional freight on toll facilities in this region.

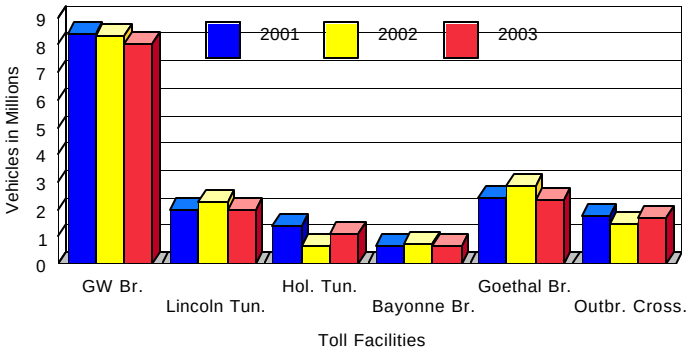
EXHIBIT A

Figure 1
Toll Agency Annual Truck Toll Volumes
2001-2003



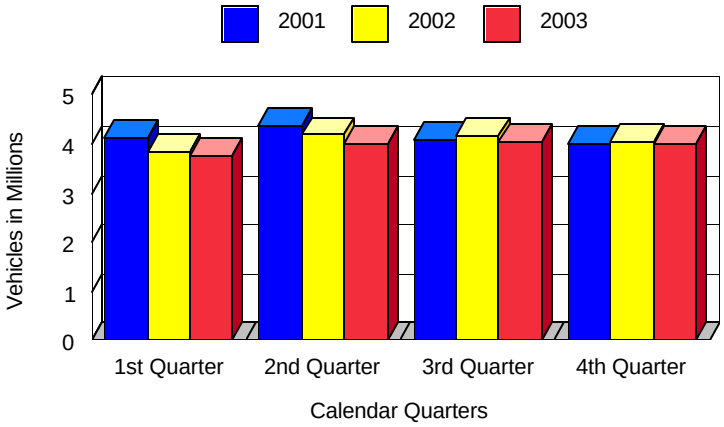
Source: Toll Agency data

Figure 2A
PANY&NJ Annual Truck Toll Volumes by Facility
2001-2003



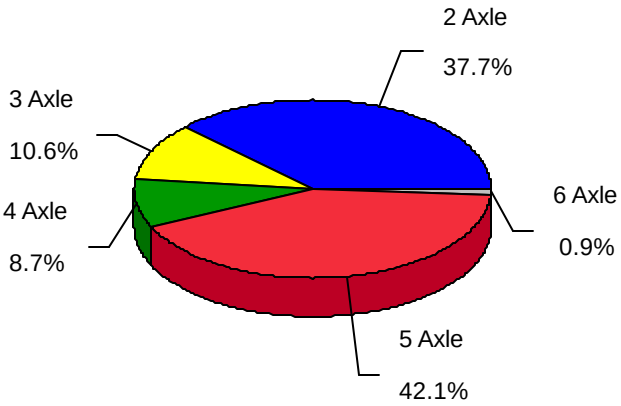
Source: Toll Agency data

Figure 2B
PANYNJ Quarterly Truck Toll Volumes
2001-2003



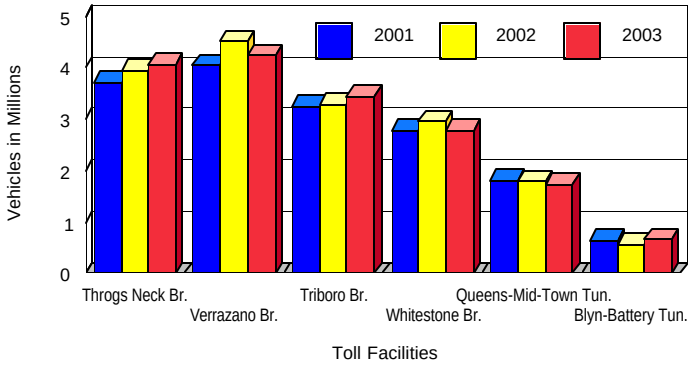
Source: Toll Agency data

Figure 2C
PANYNJ 2003 Truck Toll Volumes by Type
2003



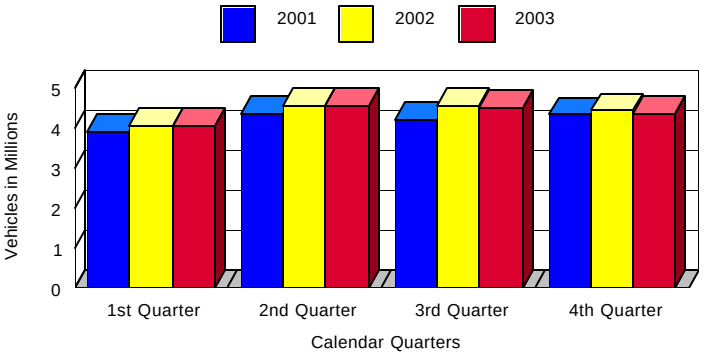
Source: Toll Agency data

Figure 3A
MTA B&T Annual Truck Toll Volumes by Facility
2001-2003



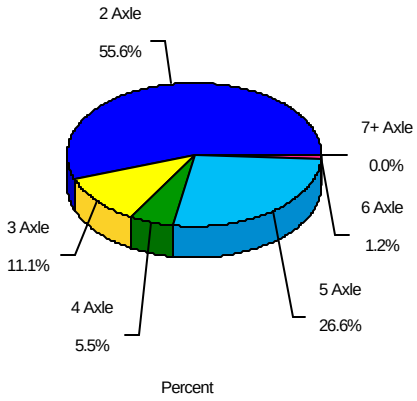
Source: Toll Agency data

Figure 3B
MTA B&T Quarterly Truck Toll Volumes
2001-2003



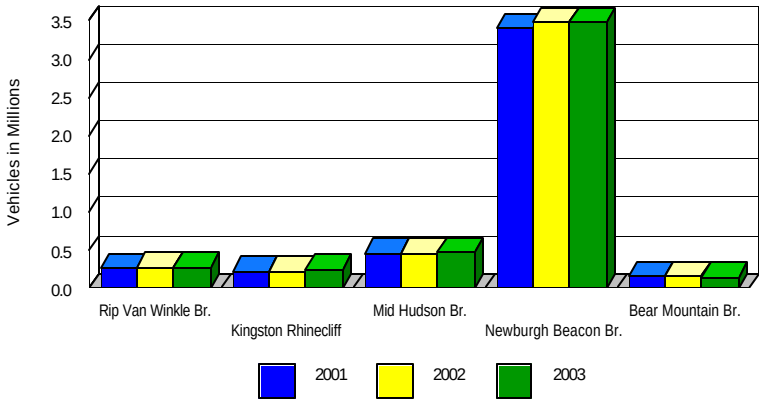
Source: Toll Agency data

Figure 3C
MTA B&T Truck Toll Volumes by Type
2003



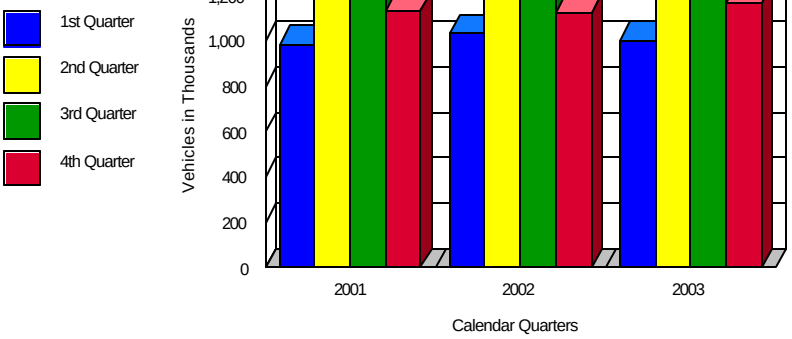
Source: Toll Agency data

Figure 4A
NYSBA Annual Truck Toll Volumes by Facility
2001-2003



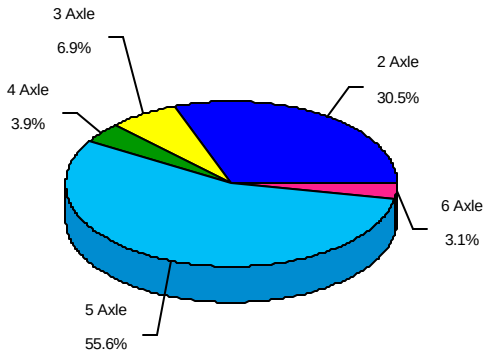
Source: Toll Agency data

Figure 4B
NYSBA Quarterly Truck Toll Volumes
2001-2003



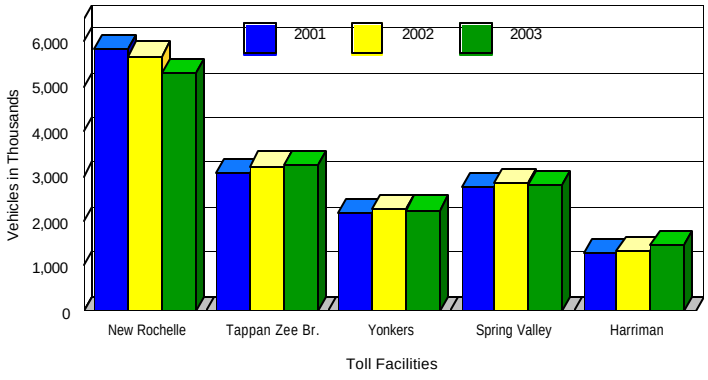
Source: Toll Agency data

Figure 4C
NYSBA Truck Toll Volumes by Type
2003



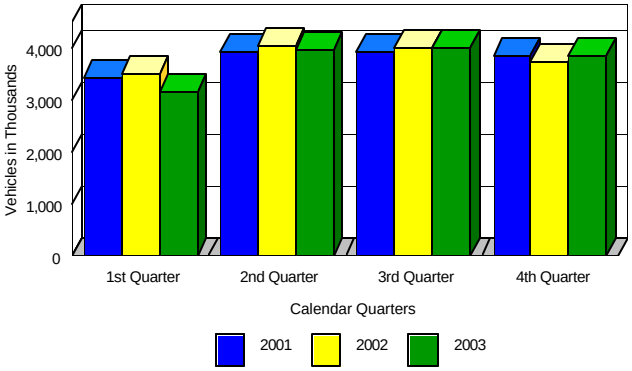
Source: Toll Agency data

Figure 5A
NYSTA Annual Truck Toll Volumes by Facility
2001-2003



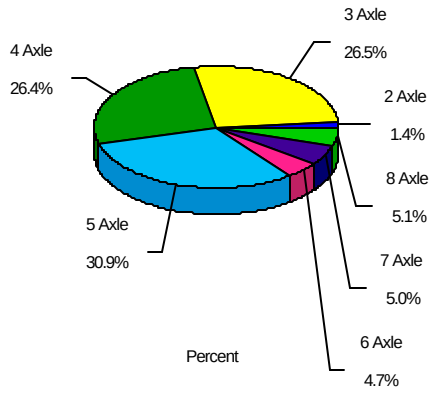
Source: Toll Agency data

Figure 5B
NYSTA Quarterly Truck Toll Volumes
2001-2003



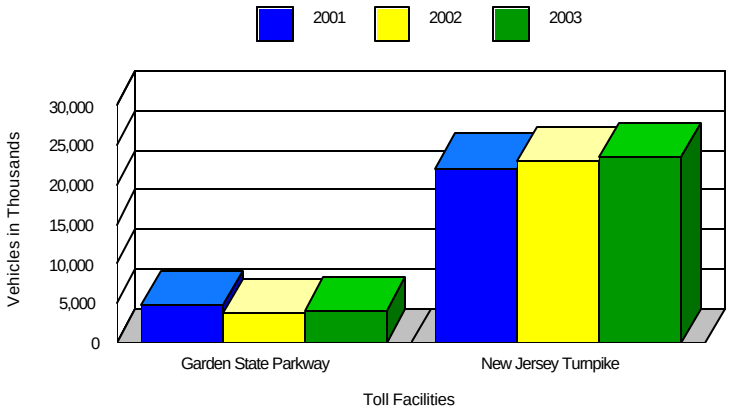
Source: Toll Agency data

Figure 5C
NYSTA Truck Toll Volumes by Type
2003



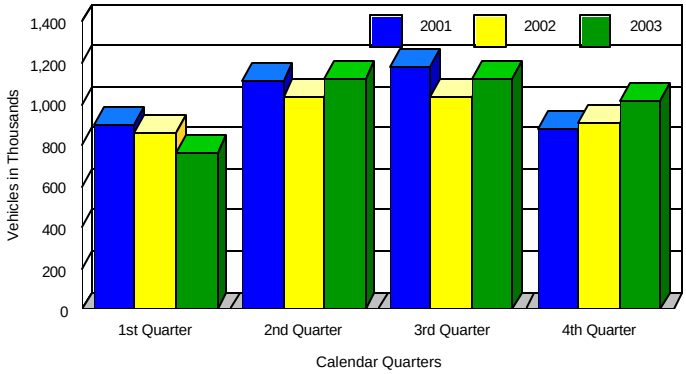
Source: Toll Agency data

Figure 6A
New Jersey Annual Truck Toll Volumes by Agency
2001-2003



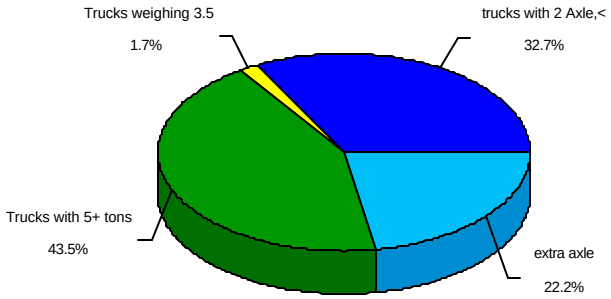
Source: Toll Agency data

Figure 6B
Garden State Parkway, QuarterlyTruck Toll Volumes by Type
2001-2003



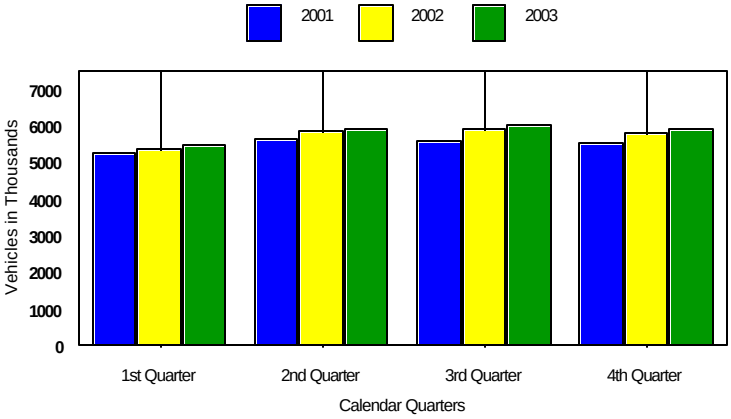
Source: Toll Agency data

Figure 6C
Garden State Parkway, Truck Toll Volumes by Type
2003



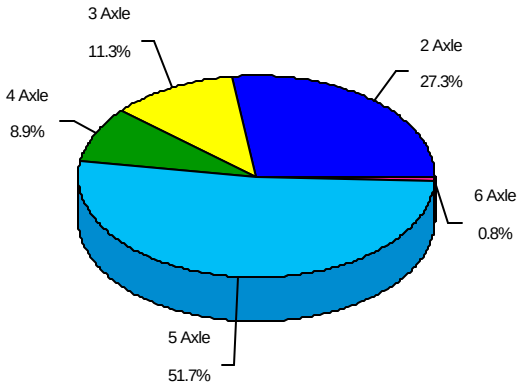
Source: Toll Agency data

Figure 6D
New Jersey Tpke QuarterlyTruck Toll Volumes
2001-2003



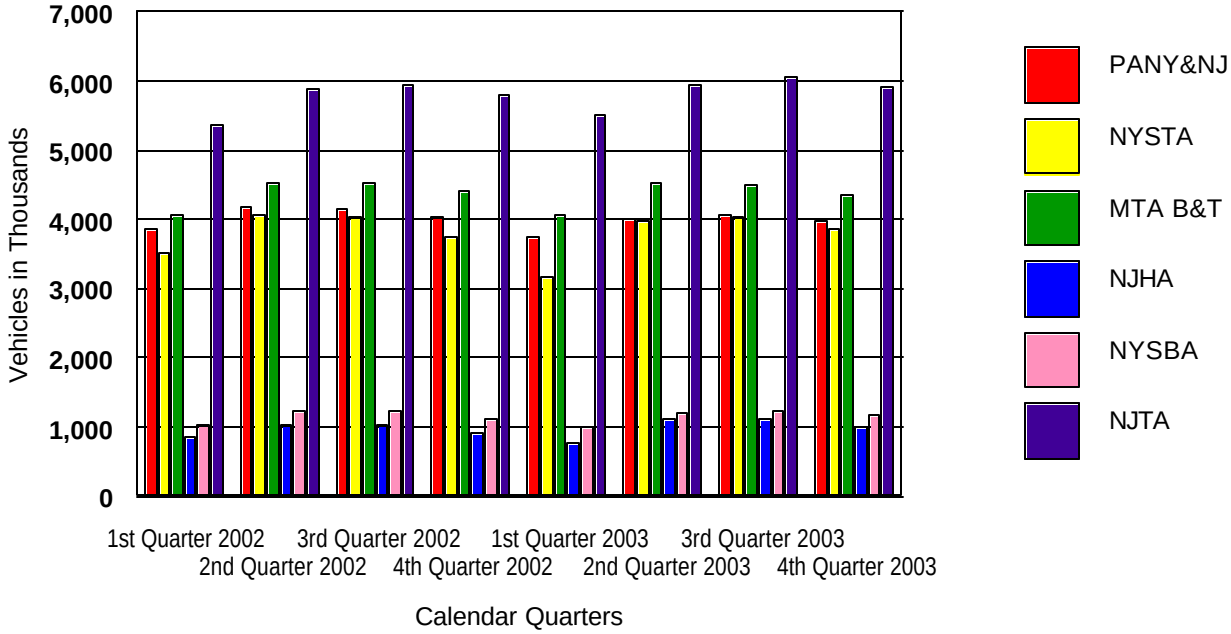
Source: Toll Agency data

Figure 6E
NJ Turnpike Truck Toll Volumes by Type
2003



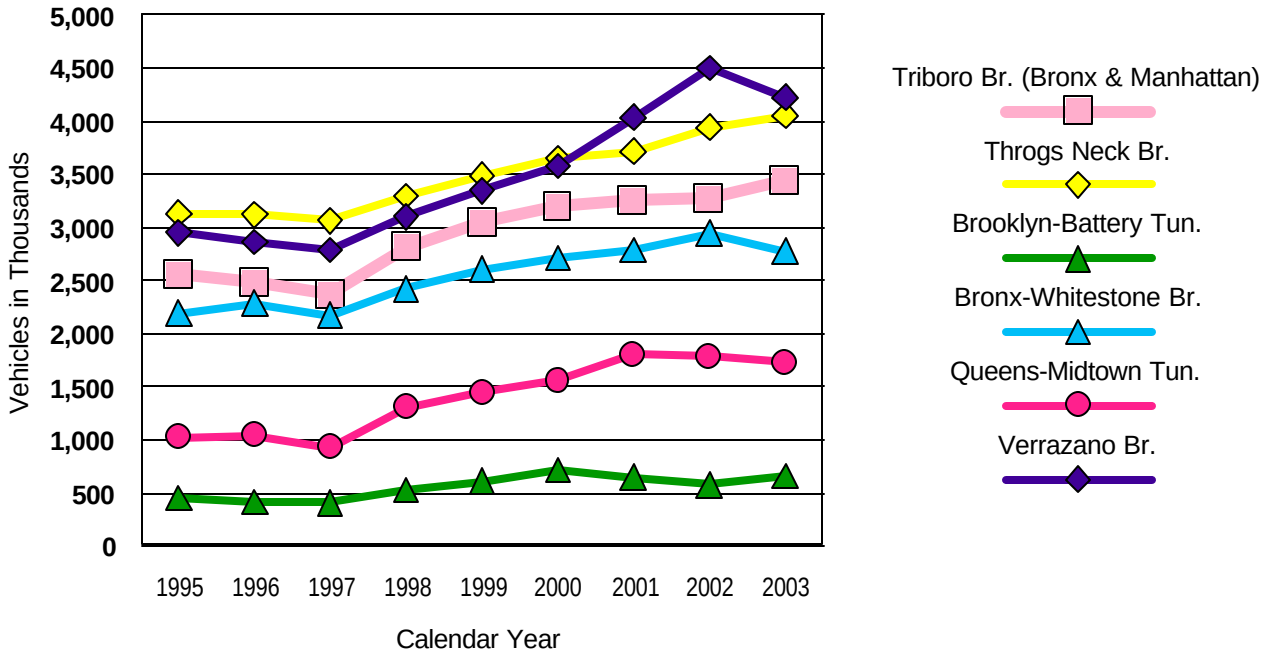
Source: Toll Agency data

Figure 7
NY and NJ Quarterly Truck Toll Volumes by Agency
2002-2003



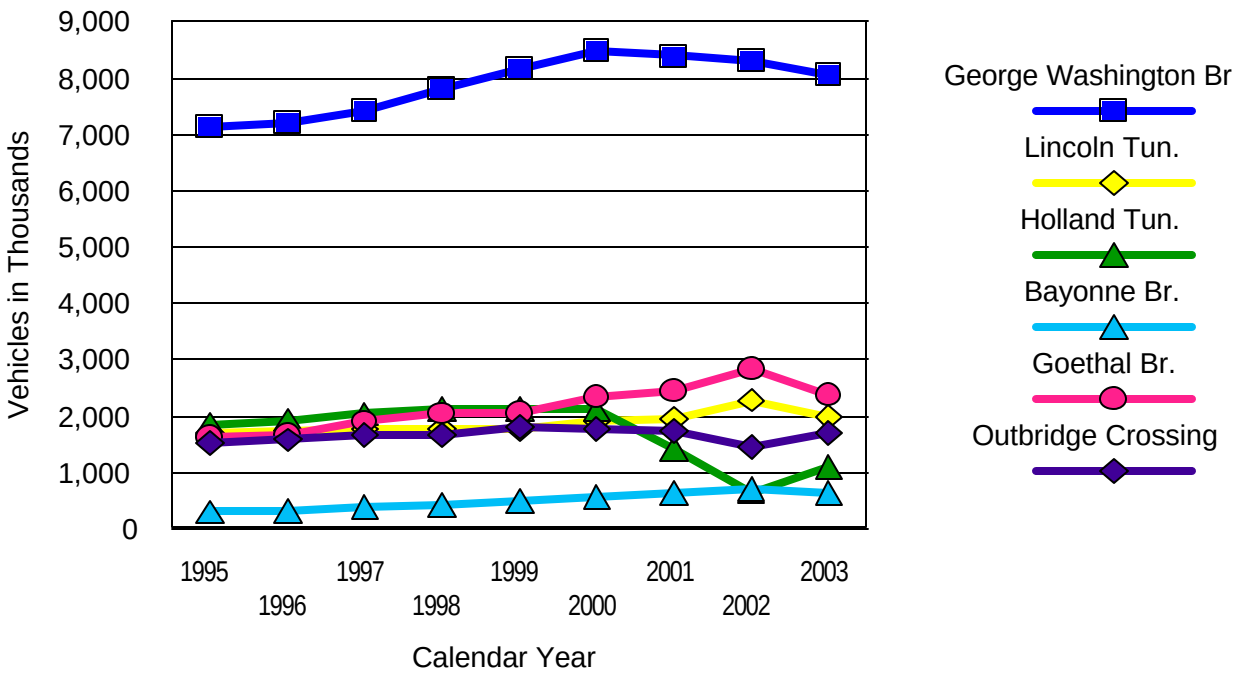
Source: Toll Agency data

Figure 8
MTA B&T Annual Truck Toll Volumes by Facility
1995-2003



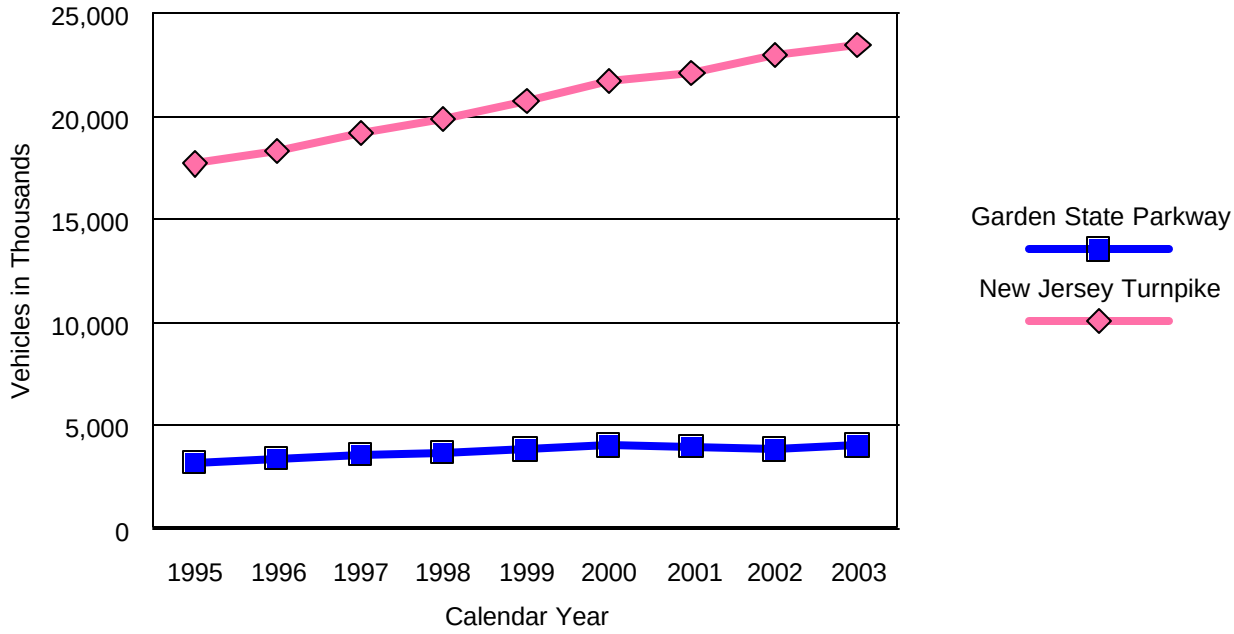
Source: Toll Agency data

Figure 9
2002 PANY&NJ Annual Truck Toll Volumes by Facility
1995-2003



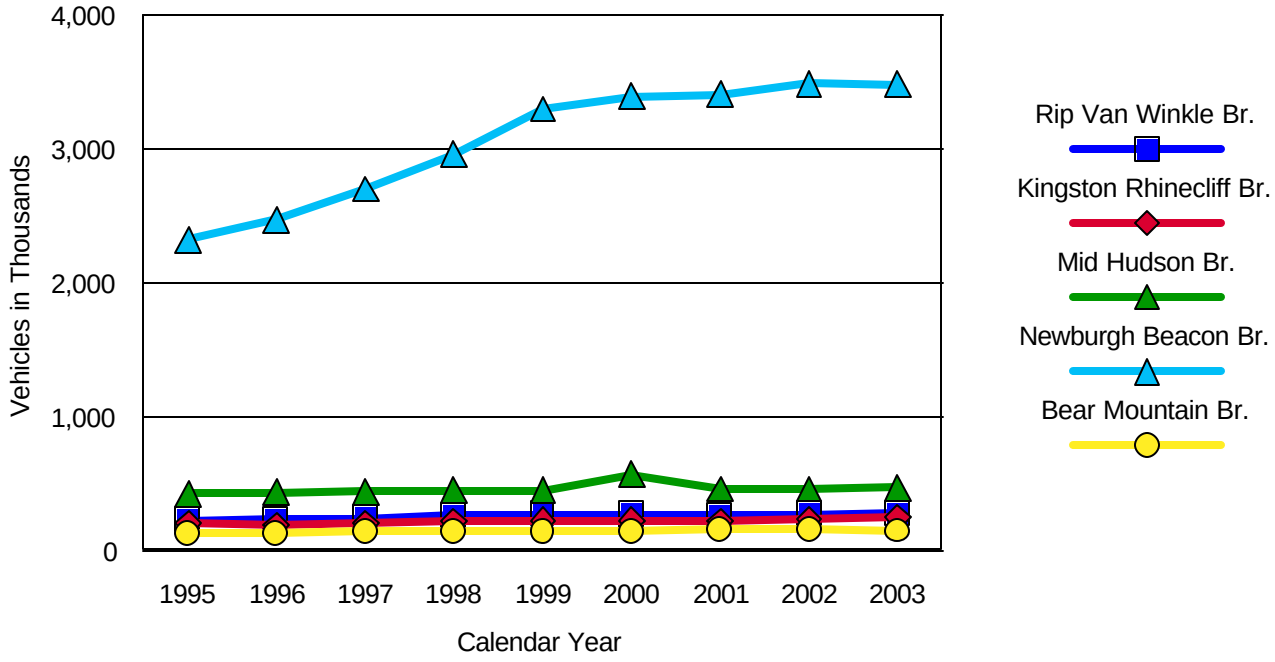
Source: Toll Agency data

Figure 10
NJ Turnpike and Garden State Pkwy Annual Truck Toll Volume by Facility
1995-2003



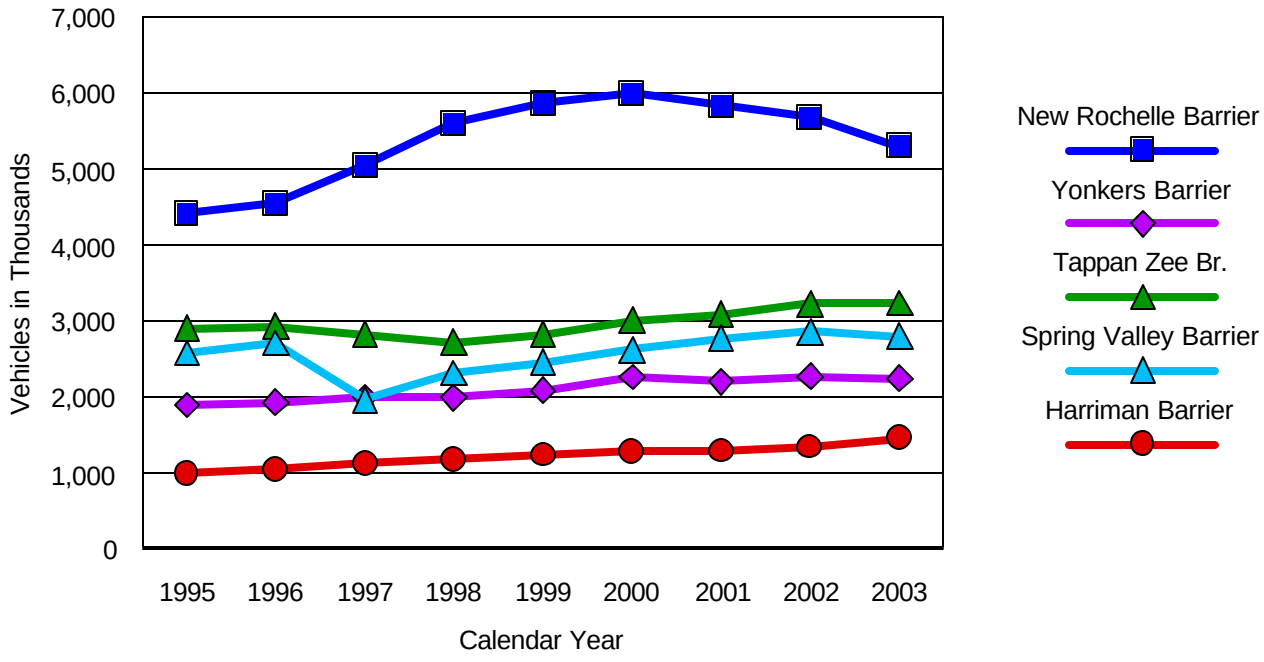
Source: Toll Agency data

Figure 11
NYSBA Annual Truck Toll Volumes by Facility
1995-2003



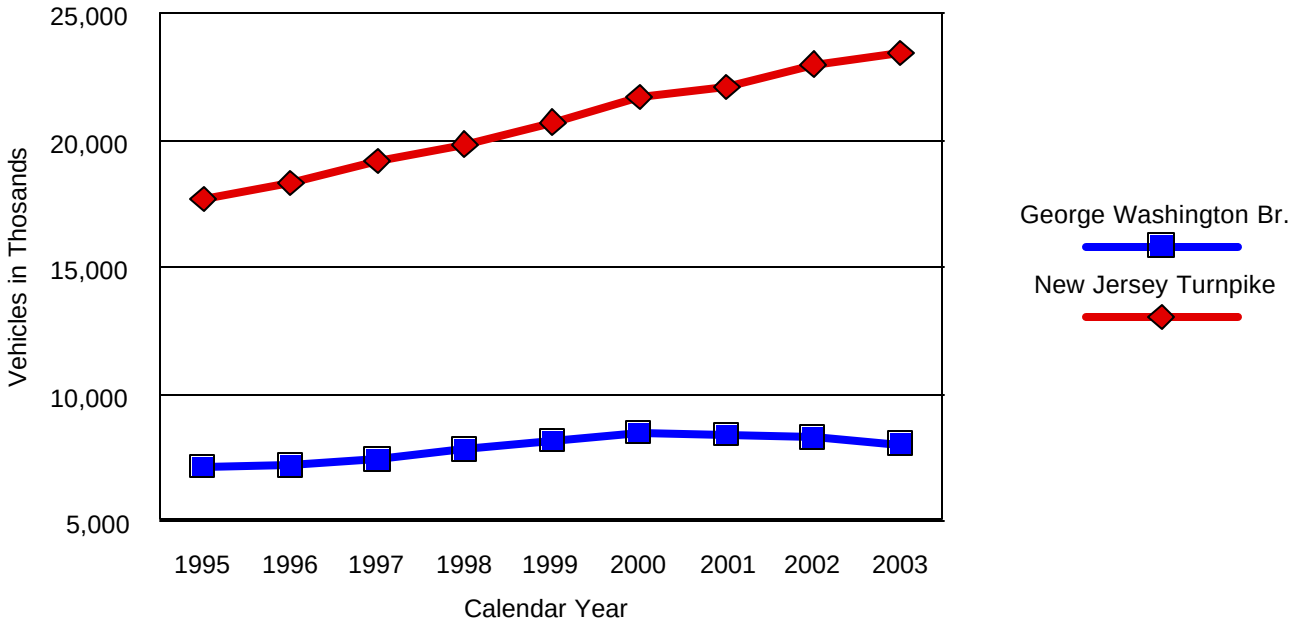
Source: Toll Agency data

Figure 12
NYSTA Annual Truck Toll Volumes by Facility
1995-2003



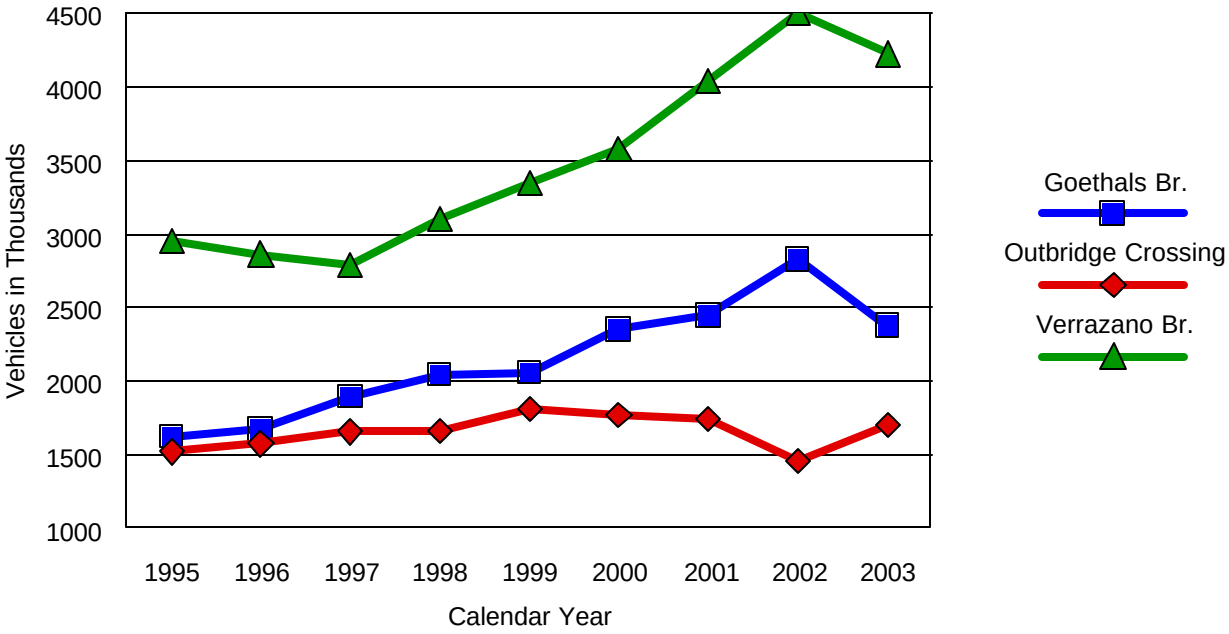
Source: Toll Agency data

Figure 13
Northern Corridor (GWB & NJT) Annual Truck Toll Volumes by Facility
1995-2003



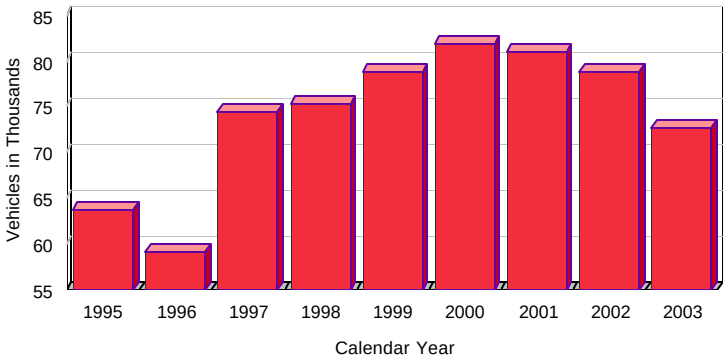
Source: Toll Agency data

Figure 14
Staten Island Annual Truck Toll Volume By Facility
1995-2003



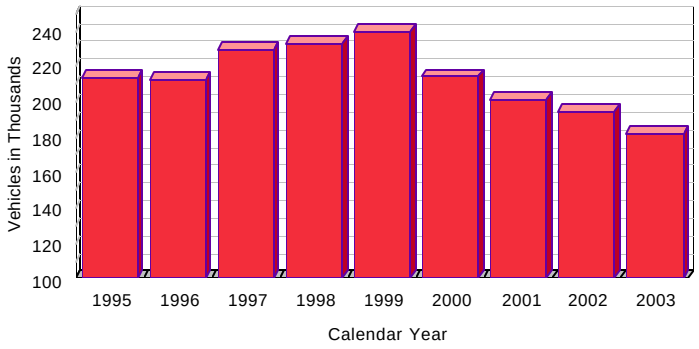
Source: Toll Agency data

Figure 15
Annual Commercial Vehicle Registration, 1995-2003
New York City



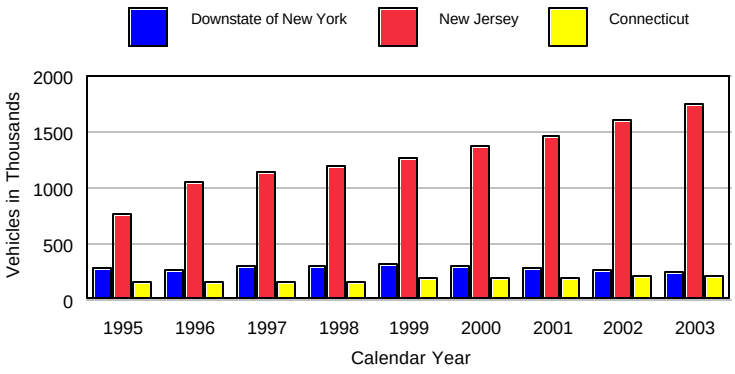
Source: Toll Agency data

Figure 16
Annual Commercial Vehicle Registration
New York Suburbs, 1995-2003



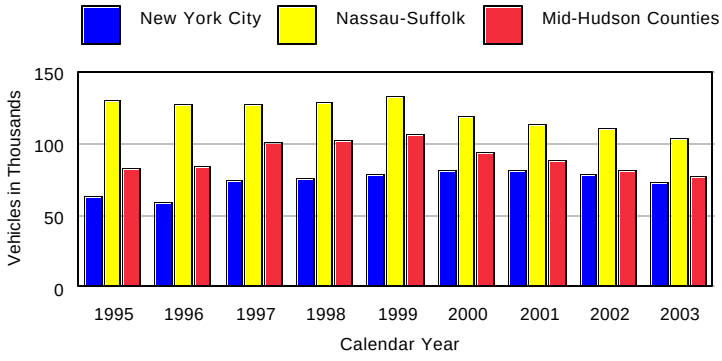
Source: Toll Agency data

Figure 17
Annual Commercial Vehicle Registration, 1995-2003
Downstate New York, New Jersey and Connecticut



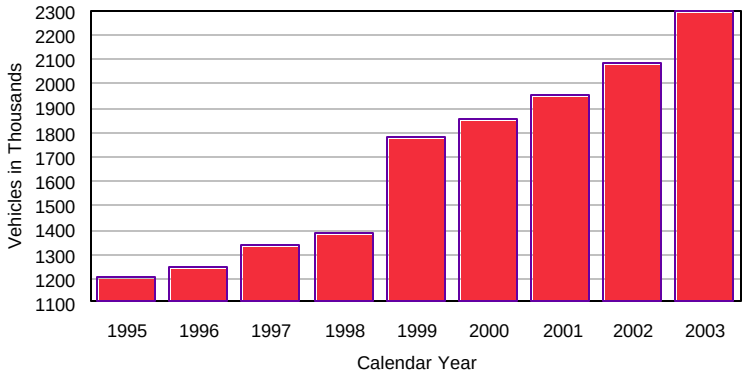
Source: Toll Agency data

Figure 18
Annual Commercial Vehicle Registration 1995-2003
New York City, Nassau-Suffolk & Mid-Hudson Counties



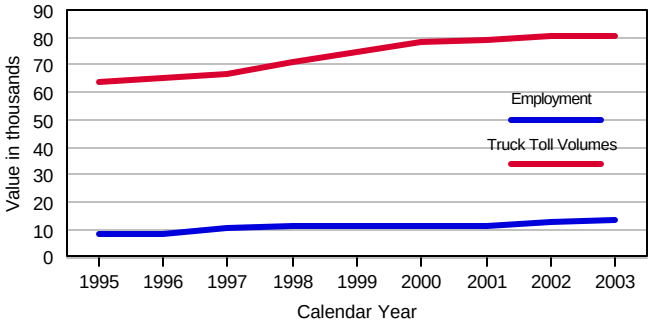
Source: Toll Agency data

Figure 19
Annual Commercial Vehicle Registration in NY, NJ and CT
1995-2003



Source: Toll Agency data

Figure 20
Truck Toll Volumes and Employment in NY, NJ and CT
1995-2003



Source: VariousToll Agencies data

EXHIBIT B

TABLE 1
ANNUAL TRUCK VOLUMES AT NEW YORK-NEW JERSEY TOLL FACILITIES
1984 to 2003 (in thousands)

OPERATORS / FACILITIES	Route #	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
1Port Authority of NY & NJ: (a)																					
George Washington Bridge	I-95	7,390.2	7,643.4	8,023.0	7,878.4	7,930.6	7,826.0	7,687.4	7,190.0	7,263.6	7,303.2	7,092.4	7,133.1	7,205.7	7,427.2	7,821.6	8,167.2	8,494.1	8,395.9	8,310.8	8,046.3
Lincoln Tunnel	495	2,073.8	2,240.0	2,240.6	2,124.0	1,982.2	1,921.0	1,852.8	1,744.4	1,707.0	1,676.6	1,666.8	1,687.4	1,725.1	1,757.5	1,774.3	1,776.2	1,909.0	1,942.8	2,278.7	1,970.3
Holland Tunnel	I-78	2,168.6	2,022.6	1,873.6	1,860.0	1,780.2	1,844.8	1,872.8	1,755.2	1,756.2	1,782.8	1,845.6	1,850.2	1,929.6	2,044.3	2,132.1	2,129.1	2,110.7	1,408.3	647.6	1,088.2
Bayonne Bridge	NY-440	253.6	253.8	260.0	230.4	229.0	228.0	225.4	196.8	220.8	283.4	304.8	303.3	308.0	375.1	427.4	486.0	563.8	638.7	714.3	633.7
Goethals Bridge	I-278	1,586.2	1,716.2	1,966.8	1,944.8	1,881.0	1,866.0	1,836.6	1,776.2	1,657.8	1,607.6	1,565.6	1,622.1	1,674.1	1,894.8	2,044.3	2,057.8	2,352.4	2,446.1	2,829.4	2,375.5
Outerbridge Crossing	NY-440	1,220.6	1,245.2	1,338.8	1,340.4	1,370.2	1,381.8	1,415.0	1,479.0	1,517.8	1,566.6	1,544.6	1,520.7	1,577.0	1,657.1	1,665.3	1,812.1	1,775.6	1,740.1	1,457.0	1,706.3
Total		14,693.0	15,121.2	15,702.8	15,378.0	15,173.2	15,067.6	14,890.0	14,141.6	14,123.2	14,220.2	14,019.8	14,116.8	14,419.5	15,156.0	15,865.0	16,428.4	17,205.6	16,571.9	16,237.8	15,820.3
Net Change		(4,590.2)	428.2	581.6	(324.8)	(204.8)	(105.6)	(177.6)	(748.4)	(18.4)	97.0	(200.4)	97.0	302.7	736.5	709.0	563.4	772.2	(633.7)	(334.1)	(417.5)
2MTA Bridges & Tunnels (bi-directional):																					
Triboro Bridge (Bronx & Manhattan)	I-278	2,491.7	2,557.6	2,556.7	2,637.5	2,772.6	2,735.2	2,673.1	2,578.6	2,605.7	2,569.0	2,522.4	2,553.6	2,485.9	2,370.2	2,812.4	3,047.2	3,200.0	3,248.5	3,271.4	3,444.0
Bronx Whitestone Bridge	I-678	1,798.2	1,821.0	1,805.5	1,898.4	2,002.7	2,074.2	2,007.8	1,964.5	1,943.7	1,794.1	2,024.5	2,191.7	2,282.6	2,170.5	2,424.0	2,608.4	2,713.8	2,790.8	2,946.7	2,776.8
Throgs Neck Bridge	I-295	2,554.4	2,606.8	2,843.0	2,875.4	2,981.5	2,920.7	2,843.2	2,785.6	2,801.3	3,026.7	3,083.5	3,135.7	3,120.7	3,063.2	3,296.8	3,491.3	3,649.6	3,719.2	3,941.4	4,057.0
Queens Midtown Tunnel	I-495	1,029.3	959.2	858.4	902.9	1,046.4	1,015.2	1,032.9	1,132.9	1,198.3	1,195.2	1,100.9	1,024.8	1,043.0	930.0	1,306.5	1,441.7	1,563.1	1,802.9	1,784.4	1,729.2
Brooklyn Battery Tunnel	I-478	362.8	443.3	412.0	432.4	509.3	477.3	467.9	480.6	470.6	457.2	475.9	455.0	418.1	408.5	526.2	609.4	716.0	649.1	579.7	663.1
Verrazano Narrows Bridge	I-278	2,830.2	3,003.2	3,305.6	2,717.9	2,767.0	2,655.8	2,790.0	2,949.1	2,947.2	2,865.0	2,907.3	2,951.5	2,865.9	2,786.4	3,103.2	3,344.6	3,580.8	4,037.7	4,501.4	4,225.2
Henry Hudson Bridge		0.4	0.4	0.6	0.4	0.2	0.5	0.8	1.8	1.8	1.0	2.8	4.6	5.6	11.5	22.8	38.2	57.0	80.7	97.4	111.4
Marine Parkway Bridge		92.0	102.1	124.6	132.6	132.7	138.1	124.2	109.8	112.3	109.8	107.9	104.5	100.3	91.3	111.9	130.4	138.1	158.7	168.0	171.2
Cross Bay Bridge		150.5	147.0	160.6	155.1	127.7	159.4	175.7	170.9	164.8	147.7	144.9	150.3	153.0	147.5	191.1	214.2	229.2	239.2	269.7	277.2
Total		11,309.5	11,640.6	12,067.0	11,752.6	12,340.1	12,176.4	12,115.6	12,173.8	12,245.7	12,165.7	12,370.1	12,571.7	12,475.1	11,979.1	13,794.9	14,925.4	15,847.6	16,726.8	17,560.1	17,455.1
Net Change		538.4	331.1	426.4	(314.4)	587.5	(163.7)	(60.8)	58.2	71.9	(80.0)	204.4	201.6	(96.6)	(496.0)	1,815.8	1,130.5	922.2	879.2	833.3	(105.0)
3NYState Bridge Authority (bi-directional):																					
Rip Van Winkle Bridge	NY-23	191.6	184.9	212.8	227.6	240.6	236.4	225.1	159.1	156.4	206.1	229.4	228.6	236.9	244.8	267.2	271.4	266.3	267.5	271.6	279.5
Kingston Rhinecliff Bridge (c)	US-209	156.1	165.7	183.7	201.3	224.3	201.4	187.6	201.0	207.6	195.1	200.3	204.4	193.5	205.5	219.3	228.6	223.8	222.3	231.5	247.0
Mid Hudson Bridge	US-44	372.3	393.8	417.4	434.9	455.3	460.8	443.9	411.1	408.7	410.4	424.5	428.7	434.4	442.1	450.2	451.1	465.2	460.7	459.9	473.9
Newburgh Beacon Bridge	I-84	1,731.1	1,801.5	1,898.4	2,134.4	2,256.4	2,284.1	2,198.4	2,208.9	2,273.9	2,340.5	2,323.7	2,323.7	2,471.2	2,696.7	2,956.2	3,292.7	3,387.0	3,402.2	3,480.8	3,474.5
Bear Mountain Bridge	US-6	85.0	87.8	106.1	124.1	124.7	123.4	94.6	96.4	113.8	138.4	120.5	132.8	127.8	148.0	141.6	142.3	147.6	161.4	157.2	149.7
Total		2,536.1	2,633.7	2,818.4	3,122.3	3,301.3	3,306.1	3,149.6	3,076.5	3,160.4	3,290.5	3,298.4	3,318.2	3,463.8	3,737.1	4,034.5	4,386.1	4,594.8	4,514.1	4,601.0	4,624.6
Net Change		129.1	97.6	184.7	303.9	179.0	4.8	(156.5)	(73.1)	83.9	130.1	7.9	19.8	145.6	273.3	297.4	351.6	208.7	(80.7)	86.9	23.6
4New York State Thruway Authority:																					
New Rochelle Barrier (bi-directional)	I-95	3,933.6	3,965.3	4,376.3	4,591.5	4,735.9	5,257.0	4,585.0	4,429.4	4,370.8	4,508.3	4,325.9	4,419.3	4,546.4	5,044.4	5,593.2	5,850.5	5,988.1	5,831.3	5,670.3	5,299.7
Yonkers Barrier (a)	I-87	2,224.1	2,459.9	2,433.3	2,351.9	2,219.6	2,205.9	2,124.7	2,058.9	2,147.1	2,078.0	1,831.3	1,889.1	1,926.8	1,990.2	1,991.7	2,081.4	2,253.2	2,194.1	2,268.0	2,241.4
Tappan Zee Bridge (a)	I-287	1,262.4	1,352.6	1,338.8	1,498.2	1,589.0	1,588.4	1,573.3	1,590.9	1,635.1	1,716.8	2,645.6	2,899.0	2,923.7	2,820.1	2,710.4	2,815.2	3,000.9	3,081.4	3,221.6	3,233.3
Spring Valley (bi-directional) (b)	I-287/87	935.2	1,004.4	1,081.9	1,229.2	1,286.4	1,266.0	1,251.0	1,252.5	1,282.6	1,369.4	2,296.7	2,576.7	2,703.7	1,966.8	2,312.7	2,449.8	2,616.1	2,765.5	2,853.7	2,795.8
Harriman (a)	I-87	671.0	743.7	815.3	845.6	872.5	879.6	867.0	833.6	866.2	889.7	929.9	985.5	1,049.2	1,123.2	1,180.3	1,236.3	1,275.7	1,289.8	1,343.2	1,454.6
Total		9,026.3	9,525.9	10,045.6	10,516.4	10,703.4	11,196.9	10,401.0	10,165.3	10,301.8	10,562.2	12,029.4	12,769.6	13,149.8	12,944.7	13,788.3	14,433.2	15,134.0	15,162.1	15,356.8	15,024.8
Net Change		656.5	499.6	519.7	470.8	187.0	493.5	(795.9)	(235.7)	136.5	260.4	1,467.2	740.2	380.2	(205.1)	843.6	644.9	700.8	28.1	194.7	(332.0)
5New Jersey Highway Authority: (e)																					
Garden State Parkway - Total		**	**	**	3,807.4	3,907.0	4,003.1	3,515.0	2,911.7	2,933.8	3,075.6	3,194.2	3,191.9	3,387.9	3,596.3	3,683.3	3,838.3	4,033.5	3,983.4	3,845.1	4,041.9
Net Change						99.6	96.1	(488.1)	(603.3)	22.1	141.8	118.6	(2.3)	196.0	208.4	87.0	155.0	195.2	(50.1)	(138.3)	196.8
6New Jersey Turnpike Authority: (f)																					
New Jersey Turnpike - Total	I-95	16,066.6	16,702.2	17,831.2	18,823.3	19,262.8	19,038.3	18,706.1	16,688.0	16,376.6	16,877.5	17,671.7	17,704.7	18,347.4	19,187.0	19,853.7	20,720.5	21,695.4	22,119.2	22,994.2	23,468.0
Net Change		1,620.4	635.6	1,129.0	992.1	439.5	(224.5)	(332.2)	(2,018.1)	(311.4)	500.9	794.2	33.0	642.7	839.6	666.7	866.8	974.9	423.8	875.0	473.8
7Nassau County Bridge Authority:																					
Atlantic Beach Bridge - Total		54.1	57.6	66.4	56.7	54.4	53.7	52.5	49.1	50.5	49.4	48.7	104.6	112.0	84.8	82.3	75.6	82.2	75.3	85.4	90.0
Net Change		6.2	3.5	8.8	(9.7)	(2.3)	(0.7)	(1.2)	(3.4)	1.4	(1.1)	(0.7)	55.9	7.4	(27.2)	(2.5)	(6.7)	6.6	(6.9)	10.1	4.6
Total Region		53,685.6	55,681.2	58,531.4	63,456.7	64,742.2	64,842.1	62,829.8	59,206.0	59,192.0	60,241.1	62,632.3	63,777.5	65,355.5	66,685.0	71,102.0	74,807.5	78,593.1	79,152.8	80,680.4	80,524.6
Net Change		(1,639.6)	1,995.6	2,850.2	4,925.3	1,285.5	99.9	(2,012.3)	(3,623.8)	(14.0)	1,049.1	2,391.2	1,145.2	1,578.0	1,329.5	4,417.0	3,705.5	3,785.6	559.7	1,527.6	(155.8)
(Percent change)		-3.0%	3.7%	5.1%	8.4%	2.0%	0.2%	-3.1%	-5.8%	-0.0%	1.8%	4.0%	1.8%	2.5%	2.0%	6.6%	5.2%	5.1%	1.5%	1.9%	-0.2%

(a) Toll collected in one direction only - hence volume doubled.

** Data not available

(b) Spring Valley data include buses.

Between 1979 and 1985 Verrazano Narrows Bridge was a two-way toll facility, since 1986 round trip toll collected from westbound traffic only.

Commercial traffic is not generally allowed on the Henry Hudson Bridge, but since 1997 there has been an increase in truck traffic due to repair work on the bridge's upper level.

(c) Tractor trailers on KRB not counted in total.

(e) Commercial Vehicles are only allowed on the Garden State Parkway south of Eatontown Exit(Interchange 105).

(f) Figures represent an estimated 80% of trucks on the New Jersey Turnpike that use Exits 7 to 18.

TABLE 2A
COMPARISON OF TRUCK TOLL VOLUME BY AGENCY*
2002 to 2003

	First Quarter		% change	Second Quarter		% change	Third Quarter		% change	Fourth Quarter		% change	Total		% change
OPERATORS	2002	2003	2001/2002	2002	2003	2001/2002	2002	2003	2001/2002	2002	2003	2001/2002	2002	2003	2001/2002
Port Authority of NY&NJ *	3,855.6	3,747.1	-2.8%	4,183.9	4,020.1	-3.9%	4,157.6	4,061.7	-2.3%	4,040.7	3,991.4	-1.2%	16,237.8	15,820.3	-2.6%
MTA (Bridges & Tunnels)	4,057.3	4,061.4	0.1%	4,545.5	4,530.3	-0.3%	4,534.7	4,513.3	-0.5%	4,422.6	4,350.1	-1.6%	17,560.1	17,455.1	-0.6%
NYS Bridge Authority *	1,032.0	1,003.8	-2.7%	1,222.7	1,207.6	-1.2%	1,223.0	1,245.8	1.9%	1,123.2	1,167.3	3.9%	4,600.9	4,624.6	0.5%
NYS Thruway Authority	3,517.1	3,172.9	-9.8%	4,071.6	3,975.6	-2.4%	4,028.1	4,023.9	-0.1%	3,740.0	3,852.4	3.0%	15,356.8	15,024.8	-2.2%
NJHA(Garden St Pkwy)	858.9	765.0	-10.9%	1,039.1	1,133.1	9.0%	1,035.4	1,126.8	8.8%	911.6	1,017.0	11.6%	3,845.1	4,041.9	5.1%
NJTA (NJ Turnpike)	5,371.0	5,522.1	2.8%	5,882.0	5,949.2	1.1%	5,937.0	6,062.5	2.1%	5,804.2	5,934.2	2.2%	22,994.2	23,468.0	2.1%
Nassau Cty Bridge Authority	19.4	18.7	-3.6%	23.0	26.1	13.5%	21.9	25.1	14.6%	21.1	20.0	-5.2%	85.4	89.9	5.3%
Total	18,711.3	18,291.0	-2.2%	20,967.8	20,842.0	-0.6%	20,937.7	21,059.1	0.6%	20,063.4	20,332.4	1.3%	80,680.4	80,524.6	-0.2%

* Truck volume doubled when toll collected in one direction only.

TABLE 2B
TRUCK TYPE DISTRIBUTION BY AGENCY
In Percent
2002/2003

	PANYNJ		MTA (B&T)		NYSBA		NYSTA ^, **		NJHA(GSP)		NJTA(NJTpke)		NCBA		Highest
VEHICLE TYPES	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	Volume***
Two-axle	36.9%	37.7%	55.1%	55.6%	29.7%	30.5%	1.4%	1.4%	32.7%	31.2%	26.1%	27.3%	38.4%	34.7%	MTA(B&T)
Three-axle	10.4%	10.6%	11.5%	11.1%	6.8%	6.9%	25.6%	26.5%	0.0%	0.0%	11.3%	11.3%	50.0%	53.0%	NCBA
Four-axle	7.7%	8.7%	5.8%	5.5%	4.0%	3.9%	26.2%	26.4%	2.0%	1.7%	9.2%	8.9%	11.6%	12.3%	NYSTA
Five-axle	44.1%	42.1%	26.4%	26.6%	56.3%	55.7%	32.1%	30.9%	41.2%	44.4%	52.6%	51.8%	0.0%	0.0%	NYSBA
Six-axle & over	0.9%	0.9%	1.2%	1.2%	3.2%	3.1%	14.6%	14.8%	24.0%	22.7%	0.8%	0.8%	0.0%	0.0%	NJHA
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0%	100.0%	100.0%	100.0	100.0	100.0	100.0	

** NYS TA vehicle classification system is not directly related to the number of axles. See note in text on page 16.

*** Agency having the highest volume of trucks in each class.

^ NYSTA data includes both trucks and buses.

TABLE 2C
OPRERATING AGENCIES TRUCK VOLUME BY TYPES
In Thousands
2002/2003

	PANYNJ		MTA(B&T)		NYSBA		NYSTA ^, **		NJHA(GSP)		NJTA(NJTpke)		NCBA		Total 2002	Total 2003	Percent
VEHICLE TYPES	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	Volume	Volume	2002/2003
Two-axle	5,997.4	5,963.1	9,680.0	9,711.7	1,367.1	1,409.1	220.5	207.9	1,258.0	1,261.2	5,999.3	6,408.6	32.8	31.2	24,555.1	24,992.8	1.8%
Three-axle	1,681.4	1,677.4	2,015.3	1,936.2	312.5	317.4	3,933.9	3,982.1	0.0	0.0	2,608.3	2,642.1	42.7	47.7	10,594.1	10,602.9	0.1%
Four-axle	1,251.1	1,377.6	1,015.7	967.1	184.5	179.6	4,028.3	3,959.4	77.4	69.8	2,112.6	2,087.3	9.9	11.1	8,679.5	8,651.9	-0.3%
Five-axle	7,166.9	6,660.9	4,633.8	4,635.0	2,590.8	2,575.9	4,928.8	4,645.5	1,585.7	1,795.3	12,090.5	12,149.7	0.0	0.0	32,996.5	32,462.3	-1.6%
Six-axle & over	141.0	141.3	215.3	205.1	146.0	142.6	2,245.3	2,229.9	923.9	915.6	183.5	180.3	0.0	0.0	3,855.0	3,814.8	-1.0%
Total	16,237.8	15,820.3	17,560.1	17,455.1	4,600.9	4,624.6	15,356.8	15,024.8	3,845.0	4,041.9	22,994.3	23,468.0	85.4	90.0	80,680.4	80,524.6	-0.2%

** NYS TA vehicle classification system is not directly related to the number of axles. See note on pg.16.

^ NYSTA data includes both trucks and buses.

TABLE 3A
QUARTERLY TRUCK TOLL VOLUME AND SHARE BY AGENCY*- 2002
In Thousands

OPERATORS	First Quarter 2002	% share	Second Quarter 2002	% share	Third Quarter 2002	% share	Fourth Quarter 2002	% share	Total 2002	% share
Port Authority of NY & NJ	3,855.6	20.6%	4,183.9	19.9%	4,157.6	19.8%	4,040.7	20.1%	16,237.8	20.1%
MTA (Bridges &Tunnels)	4,057.3	21.7%	4,545.5	21.7%	4,534.7	21.6%	4,422.6	22.0%	17,560.1	21.8%
NYS Bridge Authority	1,032.0	5.5%	1,222.7	5.8%	1,223.0	5.8%	1,123.2	5.6%	4600.9	5.7%
NYS Thruway Authority	3,517.1	18.8%	4,071.6	19.4%	4,028.1	19.2%	3,740.0	18.6%	15,356.8	19.0%
NJ Highway Authority (GSP)	858.9	4.6%	1,039.1	5.0%	1,035.4	4.9%	911.6	4.5%	3845.0	4.8%
NJ Turnpike Authority (NJTpke)	5,371.0	28.7%	5,882.0	28.0%	5,937.0	28.3%	5,804.1	28.9%	22,994.2	28.5%
Nassau County Bridge Authority	19.4	0.1%	23.0	0.1%	21.9	0.1%	21.1	0.1%	85.4	0.1%
Total	18,711.3	100.0%	20,967.8	100.0%	20,937.8	99.9%	20,063.3	100.0%	80,680.4	100.0%

Source: Operating Agencies' Monthly Reports

* Truck volume doubled when toll collected in one direction only.

TABLE 3B
QUARTERLY TRUCK TOLL VOLUME AND SHARE BY AGENCY*- 2003
In Thousands

OPERATORS	First Quarter 2003	% share	Second Quarter 2003	% share	Third Quarter 2003	% share	Fourth Quarter 2003	% share	Total 2003	% share
Port Authority of NY & NJ	3,747.1	20.5%	4,020.1	19.3%	4,061.7	19.3%	3,991.4	19.6%	15,820.3	19.6%
MTA (Bridges &Tunnels)	4,061.4	22.2%	4,530.3	21.7%	4,513.3	21.4%	4,350.1	21.4%	17,455.1	21.7%
NYS Bridge Authority	1,003.8	5.5%	1,207.6	5.8%	1,245.8	5.9%	1,167.4	5.7%	4,624.6	5.7%
NYS Thruway Authority	3,172.9	17.3%	3,975.6	19.1%	4,023.9	19.1%	3,852.4	18.9%	15,024.8	18.7%
NJ Highway Authority (GSP)	765.0	4.2%	1,133.1	5.4%	1,126.8	5.4%	1,017.0	5.0%	4,041.9	5.0%
NJ Turnpike Authority (NJTpke)	5,522.1	30.2%	5,949.2	28.6%	6,062.5	28.8%	5,934.2	29.2%	23,468.0	29.1%
Nassau County Bridge Authority	18.7	0.1%	26.1	0.1%	25.1	0.1%	20.0	0.1%	89.9	0.1%
Total	18,291.0	100.0%	20,842.0	100.0%	21,059.1	100.0%	20,332.5	100.0%	80,524.6	100.0%

Source: Operating Agencies' Monthly Reports

* Truck volume doubled when toll collected in one direction only.

TABLE 4
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
HUDSON RIVER CROSSINGS
2002 - 2003

	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
TOLL FACILITIES	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Rip Van Winkle Bridge	58,230	57,600	-1.1%	71,298	71,934	0.9%	73,144	77,168	5.5%	68,960	72,754	5.5%	271,632	279,456	2.9%
Kingston-Rhinecliff Bridge	51,522	50,270	-2.4%	60,774	63,906	5.2%	62,840	69,424	10.5%	56,350	63,424	12.6%	231,486	247,024	6.7%
Mid-Hudson Bridge	103,786	106,176	2.3%	120,226	123,032	2.3%	119,750	123,660	3.3%	116,106	120,978	4.2%	459,868	473,846	3.0%
Newburgh Beacon Bridge	784,156	759,530	-3.1%	927,640	908,102	-2.1%	925,526	933,802	0.9%	843,436	873,022	3.5%	3,480,758	3,474,546	-0.2%
Bear Mountain Bridge	34,318	30,262	-11.8%	42,764	40,520	-5.2%	41,760	41,776	0.0%	38,394	37,158	-3.2%	157,236	149,716	-4.8%
Tappan Zee Bridge	740,980	698,712	-5.7%	870,802	852,602	-2.1%	847,588	868,830	2.5%	762,236	813,172	6.7%	3,221,606	3,233,316	0.4%
George Washington Bridge	1,986,546	1,910,328	-3.8%	2,143,760	2,055,862	-4.1%	2,113,888	2,060,858	-2.5%	2,066,572	2,019,180	-2.3%	8,310,766	8,046,228	-3.2%
Lincoln Tunnel	607,292	486,612	-19.9%	605,818	492,438	-18.7%	544,146	493,220	-9.4%	521,466	498,074	-4.5%	2,278,722	1,970,344	-13.5%
Holland Tunnel	46,582	237,734	410.4%	125,722	265,408	111.1%	226,992	290,770	28.1%	248,382	294,298	18.5%	647,678	1,088,210	68.0%
Verrazano Narrows Bridge	1,064,888	1,009,124	-5.2%	1,157,688	1,110,338	-4.1%	1,170,578	1,091,878	-6.7%	1,108,250	1,013,818	-8.5%	4,501,404	4,225,158	-6.1%
Total	5,478,300	5,346,348	-2.4%	6,126,492	5,984,142	-2.3%	6,126,212	6,051,386	-1.2%	5,830,152	5,805,878	-0.4%	23,561,156	23,187,844	-1.6%

TABLE 5
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
EAST RIVER CROSSINGS
2002 - 2003

	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
TOLL FACILITIES	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Triborough Bridge	771,212	778,571	1.0%	843,052	867,752	2.9%	825,940	900,894	9.1%	831,236	896,764	7.9%	3,271,440	3,443,981	5.3%
Bronx Whitestone Bridge	686,437	686,344	-0.0%	760,118	738,268	-2.9%	753,763	685,570	-9.0%	746,432	666,615	-10.7%	2,946,750	2,776,797	-5.8%
Throgs Neck Bridge	900,488	894,519	-0.7%	1,028,757	1,049,109	2.0%	1,025,679	1,083,444	5.6%	986,466	1,029,889	4.4%	3,941,390	4,056,961	2.9%
Queens Midtown Tunnel	427,638	403,229	-5.7%	459,378	447,557	-2.6%	457,145	447,015	-2.2%	440,221	431,384	-2.0%	1,784,382	1,729,185	-3.1%
Brooklyn Battery Tunnel	80,698	158,345	96.2%	152,496	169,077	10.9%	176,178	168,144	-4.6%	170,300	167,580	-1.6%	579,672	663,146	14.4%
Total	2,866,473	2,921,008	1.9%	3,243,801	3,271,763	0.9%	3,240,707	3,287,070	1.4%	3,176,657	3,194,235	0.6%	12,523,634	12,670,070	1.2%

* Truck volume doubled when round trip toll is collected in one direction only.

TABLE 6
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
STATEN ISLAND CROSSINGS
2002 - 2003

	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
TOLL FACILITIES	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Bayonne Bridge	184,452	151,228	-18.0%	185,628	161,956	-12.8%	176,870	165,920	-6.2%	167,328	154,536	-7.6%	714,278	633,640	-11.3%
Goethals Bridge	628,820	582,858	-7.3%	788,204	602,452	-23.6%	765,154	604,704	-21.0%	647,188	585,526	-9.5%	2,829,366	2,375,540	-16.0%
Outerbridge Crossing	401,882	378,344	-5.9%	334,794	441,982	32.0%	330,584	446,194	35.0%	389,724	439,820	12.9%	1,456,984	1,706,340	17.1%
Total	1,215,154	1,112,430	-8.5%	1,308,626	1,206,390	-7.8%	1,272,608	1,216,818	-4.4%	1,204,240	1,179,882	-2.0%	5,000,628	4,715,520	-5.7%

TABLE 7
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
HARLEM RIVER CROSSING
2002 - 2003

	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
TOLL FACILITIES	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Henry Hudson Bridge	22,097	28,112	27.2%	26,143	29,411	12.5%	20,046	24,134	20.4%	29,084	29,751	2.3%	97,370	111,408	14.4%

TABLE 8
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
SOUTH SHORE CROSSINGS
2002 - 2003

	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
TOLL FACILITIES	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Marine Parkway Bridge	38,935	39,488	1.4%	45,606	45,992	0.8%	41,194	41,934	1.8%	42,269	43,835	3.7%	168,004	171,249	1.9%
Cross Bay Bridge	64,860	63,674	-1.8%	72,308	72,771	0.6%	64,201	70,293	9.5%	68,365	70,445	3.0%	269,734	277,183	2.8%
Atlantic Beach Bridge	19,389	18,681	-3.7%	23,019	26,137	13.5%	21,916	25,096	14.5%	21,096	20,037	-5.0%	85,420	89,951	5.3%
Total	123,184	121,843	-1.1%	140,933	144,900	2.8%	127,311	137,323	7.9%	131,730	134,317	2.0%	523,158	538,383	2.9%

* Truck volume doubled when round trip toll is collected in one direction only.

TABLE 9 A
MONTHLY TRUCK TOLL VOLUME - 2002
HUDON RIVER CROSSINGS

TOLL FACILITIES	January	February	March	1st. Quarter	April	May	June	2nd. Quarter	July	August	September	3rd. Quarter	October	November	December	4th. Quarter	Total
Rip Van Winkle Bridge	20,318	17,912	20,000	58,230	23,088	24,570	23,640	71,298	24,512	24,152	24,480	73,144	26,460	22,154	20,346	68,960	271,632
Kingston-Rhinecliff Bridge	16,956	17,300	17,266	51,522	19,330	21,908	19,536	60,774	20,528	21,902	20,410	62,840	21,218	18,026	17,106	56,350	231,486
Mid-Hudson Bridge	35,638	32,266	35,882	103,786	39,748	41,328	39,140	120,226	40,410	41,010	38,330	119,750	43,012	35,968	37,136	116,106	459,868
Newburgh Beacon Bridge	264,690	241,842	277,624	784,156	305,344	315,054	307,242	927,640	313,338	312,702	299,486	925,526	317,948	269,914	255,574	843,436	3,480,758
Bear Mountain Bridge	11,888	10,498	11,932	34,318	14,308	14,430	14,026	42,764	14,252	13,520	13,988	41,760	14,990	12,860	10,544	38,394	157,236
Tappan Zee Bridge	245,724	229,648	265,608	740,980	289,446	295,334	286,022	870,802	292,252	294,760	260,576	847,588	280,570	246,284	235,382	762,236	3,221,606
George Washington Bridge	677,824	619,394	689,328	1,986,546	720,270	733,458	690,032	2,143,760	710,328	723,896	679,664	2,113,888	744,416	665,880	656,276	2,066,572	8,310,766
Lincoln Tunnel	202,086	191,166	214,040	607,292	216,264	203,914	185,640	605,818	186,780	188,564	168,802	544,146	189,014	166,706	165,746	521,466	2,278,722
Holland Tunnel	16,588	15,680	14,314	46,582	21,018	47,002	57,702	125,722	71,108	79,216	76,668	226,992	86,392	80,006	81,984	248,382	647,678
Verrazano Narrows Bridge	367,048	334,276	363,564	1,064,888	387,588	398,952	371,148	1,157,688	393,436	407,754	369,388	1,170,578	408,200	355,986	344,064	1,108,250	4,501,404
Total	1,858,760	1,709,982	1,909,558	5,478,300	2,036,404	2,095,950	1,994,128	6,126,492	2,066,944	2,107,476	1,951,792	6,126,212	2,132,220	1,873,784	1,824,158	5,830,152	23,561,156

TABLE 9 B
MONTHLY TRUCK TOLL VOLUME - 2003
HUDON RIVER CROSSINGS

TOLL FACILITIES	January	February	March	1st. Quarter	April	May	June	2nd. Quarter	July	August	September	3rd. Quarter	October	November	December	4th. Quarter	Total
Rip Van Winkle Bridge	20,882	17,086	19,632	57,600	22,828	24,296	24,810	71,934	26,774	24,576	25,818	77,168	28,234	22,624	21,896	72,754	279,456
Kingston-Rhinecliff Bridge	17,554	15,528	17,188	50,270	20,270	22,232	21,404	63,906	23,250	23,356	22,818	69,424	23,628	20,456	19,340	63,424	247,024
Mid-Hudson Bridge	37,886	31,966	36,324	106,176	40,248	42,210	40,574	123,032	42,392	40,684	40,584	123,660	44,512	37,718	38,748	120,978	473,846
Newburgh Beacon Bridge	257,816	228,080	273,634	759,530	287,374	309,840	310,978	908,192	318,388	307,340	308,074	933,802	325,756	278,806	268,460	873,022	3,474,546
Bear Mountain Bridge	10,782	8,752	10,728	30,262	12,628	13,700	14,192	40,520	14,058	13,856	13,862	41,776	14,828	11,394	10,936	37,158	149,716
Tappan Zee Bridge	235,206	207,210	256,296	698,712	279,280	287,022	286,300	852,602	298,312	289,352	281,166	868,830	302,346	258,404	252,422	813,172	3,233,316
George Washington Bridge	664,028	571,564	674,736	1,910,328	686,104	695,652	674,106	2,055,862	700,044	672,648	688,166	2,060,858	716,622	627,616	674,942	2,019,180	8,046,228
Lincoln Tunnel	170,132	146,610	169,870	486,612	161,220	167,050	164,168	492,438	164,956	160,900	167,364	493,220	180,160	154,586	163,328	498,074	1,970,344
Holland Tunnel	83,446	71,232	83,056	237,734	87,264	89,886	88,258	265,408	96,216	95,032	99,522	290,770	105,738	91,128	97,432	294,298	1,088,210
Verrazano Narrows Bridge	355,274	294,080	359,770	1,009,124	369,324	378,936	362,078	1,110,338	380,336	357,474	354,068	1,091,878	370,102	314,778	328,938	1,013,818	4,225,158
Total	1,853,006	1,592,108	1,901,234	5,346,348	1,966,540	2,030,824	1,986,868	5,984,232	2,064,726	1,985,218	2,001,442	6,051,386	2,111,926	1,817,510	1,876,442	5,805,878	23,187,844

*** Truck volume doubled when round trip toll collected in one direction only.**

TABLE 10 A
MONTHLY TRUCK TOLL VOLUME - 2002
EAST RIVER CROSSINGS

TOLL FACILITIES	January	February	March	1st. Quarter	April	May	June	2nd. Quarter	July	August	September	3rd. Quarter	October	November	December	4th. Quarter	Total
Triborough Bridge	261,009	244,214	265,989	771,212	279,135	290,142	273,775	843,052	277,839	285,481	262,620	825,940	295,709	270,377	265,150	831,236	3,271,440
Bronx Whitestone Bridge	230,579	214,783	241,075	686,437	252,611	260,652	246,855	760,118	257,036	253,859	242,868	753,763	271,737	239,607	235,088	746,432	2,946,750
Throgs Neck Bridge	301,364	279,766	319,358	900,488	340,856	352,828	335,073	1,028,757	345,903	352,550	327,226	1,025,679	357,710	319,926	308,830	986,466	3,941,390
Queens Midtown Tunnel	144,539	133,518	149,581	427,638	154,008	157,363	148,007	459,378	152,957	159,521	144,667	457,145	160,665	141,929	137,627	440,221	1,784,382
Brooklyn Battery Tunnel	26,121	25,035	29,542	80,698	44,420	56,860	51,216	152,496	58,239	61,735	56,204	176,178	64,284	53,864	52,152	170,300	579,672
Total	963,612	897,316	1,005,545	2,866,473	1,071,030	1,117,845	1,054,926	3,243,801	1,091,974	1,113,146	1,033,585	3,238,705	1,150,105	1,025,703	998,847	3,174,655	12,523,634

TABLE 10 B
MONTHLY TRUCK TOLL VOLUME - 2003
EAST RIVER CROSSINGS

TOLL FACILITIES	January	February	March	1st. Quarter	April	May	June	2nd. Quarter	July	August	September	3rd. Quarter	October	November	December	4th. Quarter	Total
Triborough Bridge	267,129	232,997	278,445	778,571	280,972	295,013	291,767	867,752	306,853	294,978	299,063	900,894	323,625	278,191	294,948	896,764	3,443,981
Bronx Whitestone Bridge	236,303	204,748	245,293	686,344	249,925	248,954	239,389	738,268	238,759	223,306	223,505	685,570	229,631	215,854	221,130	666,615	2,776,797
Throgs Neck Bridge	304,337	262,776	327,406	894,519	341,401	359,099	348,609	1,049,109	370,574	353,501	359,369	1,083,444	385,648	316,001	328,240	1,029,889	4,056,961
Queens Midtown Tunnel	139,213	122,381	141,635	403,229	146,713	151,813	149,031	447,557	153,127	144,900	148,988	447,015	158,718	134,299	138,367	431,384	1,729,185
Brooklyn Battery Tunnel	54,437	47,554	56,354	158,345	55,651	57,448	55,978	169,077	59,256	54,251	54,637	168,144	60,757	52,891	53,932	167,580	663,146
Total	1,001,419	870,456	1,049,133	2,921,008	1,074,662	1,112,327	1,084,774	3,271,763	1,128,569	1,070,936	1,085,562	3,285,067	1,158,379	997,236	1,036,617	3,192,232	12,670,070

*** Truck volume doubled when round trip toll collected in one direction only.**

TABLE 11 A
MONTHLY TRUCK TOLL VOLUME - 2002
STATEN ISLAND CROSSINGS**

TOLL FACILITIES	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
Bayonne Bridge	67,872	55,654	60,926	184,452	64,926	62,642	58,060	185,628	58,664	61,314	56,892	176,870	62,462	53,666	51,200	167,328	714,278
Goethals Bridge	206,842	195,422	226,556	628,820	263,186	271,270	253,748	788,204	261,296	263,208	240,650	765,154	246,932	203,448	196,808	647,188	2,829,366
Outerbridge Crossing	141,640	131,304	128,938	401,882	112,446	115,458	106,890	334,794	113,342	112,118	105,124	330,584	132,230	128,724	128,770	389,724	1,456,984
Total	416,354	382,380	416,420	1,215,154	440,558	449,370	418,698	1,308,626	433,302	436,640	402,666	1,272,608	441,624	385,838	376,778	1,204,240	5,000,628
* Truck traffic doubled when round trip toll collected in one direction only.																	

TABLE 11 B
MONTHLY TRUCK TOLL VOLUME - 2003
STATEN ISLAND CROSSINGS**

TOLL FACILITIES	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
Bayonne Bridge	53,172	44,122	53,934	151,228	54,460	54,394	53,102	161,956	57,820	54,206	53,894	165,920	56,294	48,086	50,156	154,536	633,640
Goethals Bridge	206,808	167,584	208,466	582,858	203,936	199,676	198,840	602,452	205,860	199,072	199,772	604,704	211,774	183,124	190,628	585,526	2,375,540
Outerbridge Crossing	131,476	109,132	137,736	378,344	145,630	151,174	145,178	441,982	152,752	146,212	147,230	446,194	160,124	139,436	140,260	439,820	1,706,340
Total	391,456	320,838	400,136	1,112,430	404,026	405,244	397,120	1,206,390	416,432	399,490	400,896	1,216,818	428,192	370,646	381,044	1,179,882	4,715,520
* Truck traffic doubled when round trip toll collected in one direction only.																	

** Artur Kill-Kill Van Kull Truck Traffic

TABLE 12 A
MONTHLY TRUCK TOLL VOLUME - 2002*
HARLEM RIVER CROSSING

TOLL FACILITIES	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
Henry Hudson River Bridge	7,856	7,401	6,840	22,097	9,409	9,956	6,778	26,143	6,113	5,577	8,356	20,046	11,105	9,226	8,753	29,084	97,370

TABLE 12 B
MONTHLY TRUCK TOLL VOLUME - 2003*
HARLEM RIVER CROSSING

TOLL FACILITIES	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
Henry Hudson River Bridge	9,646	8,859	9,607	28,112	9,830	11,095	8,486	29,411	7,742	6,785	9,607	24,134	11,037	9,434	9,280	29,751	111,408

TABLE 13 A
MONTHLY TRUCK TOLL VOLUME - 2002*
SOUTH SHORE CROSSINGS

TOLL FACILITIES	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
Marine Parkway Bridge	13,833	11,836	13,266	38,935	14,497	16,263	14,846	45,606	14,461	13,124	13,609	41,194	15,558	13,658	13,053	42,269	168,004
Cross Bay Bridge	21,676	20,696	22,488	64,860	23,990	25,279	23,039	72,308	22,944	20,011	21,246	64,201	24,730	23,014	20,621	68,365	269,734
Atlantic Beach Bridge	5,819	6,835	6,732	19,386	6,394	8,542	8,083	23,019	8,337	7,319	6,260	21,916	7,579	7,068	6,449	21,096	85,417
Total	41,328	39,367	42,486	123,181	44,881	50,084	45,968	140,933	45,742	40,454	41,115	127,311	47,867	43,740	40,123	131,730	523,155
* Truck traffic doubled when round trip toll collected in one direction only.																	

TABLE 13 B
MONTHLY TRUCK TOLL VOLUME - 2003*
SOUTH SHORE CROSSINGS

TOLL FACILITIES	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
Marine Parkway Bridge	13,597	11,417	14,474	39,488	14,450	16,571	14,971	45,992	14,355	12,887	14,692	41,934	15,915	14,054	13,866	43,835	171,249
Cross Bay Bridge	21,900	18,694	23,080	63,674	22,961	25,446	24,364	72,771	23,802	22,019	24,472	70,293	26,477	21,460	22,508	70,445	277,183
Atlantic Beach Bridge	6,433	5,336	6,912	18,681	7,500	9,079	9,558	26,137	9,201	8,776	7,119	25,096	7,479	6,430	6,128	20,037	89,951
Total	41,930	35,447	44,466	121,843	44,911	51,096	48,893	144,900	47,358	43,682	46,283	137,323	49,871	41,944	42,502	134,317	538,383
* Truck traffic doubled when round trip toll collected in one direction only.																	

TABLE 14 A
MONTHLY TRUCK TOLL VOLUME - 2002
BY OPERATING AGENCY

OPERATORS	January	February	March	Quarter	April	May	June	Quarter	July	August	September	Quarter	October	November	December	Quarter	Total
PANYNJ	1,312,852	1,208,620	1,334,102	3,855,574	1,398,110	1,433,744	1,352,072	4,183,926	1,401,518	1,428,316	1,327,800	4,157,634	1,461,446	1,298,430	1,280,784	4,040,660	16,237,794
MTA (B&T)	1,374,025	1,271,525	1,411,703	4,057,253	1,506,514	1,568,295	1,470,737	4,545,546	1,528,928	1,559,612	1,446,184	4,534,724	1,609,698	1,427,587	1,385,338	4,422,623	17,560,146
NYSBA	349,490	319,818	362,704	1,032,012	401,818	417,290	403,594	1,222,702	413,040	413,286	396,694	1,223,020	423,618	358,922	340,706	1,123,246	4,600,980
NYSTA	1,191,601	1,090,627	1,234,884	3,517,112	1,350,555	1,391,084	1,330,005	4,071,644	1,375,290	1,402,435	1,250,353	4,028,078	1,365,044	1,206,561	1,168,424	3,740,029	15,356,863
NJHA(GSP)	280,601	270,120	308,157	858,878	336,409	361,429	341,256	1,039,094	357,399	361,183	316,896	1,035,478	334,578	298,758	278,247	911,583	3,845,033
NJTA(NJTpke)	1,835,899	1,678,340	1,856,795	5,371,034	1,960,179	2,007,770	1,914,043	5,881,992	2,001,251	2,025,768	1,910,016	5,937,035	2,095,730	1,855,948	1,852,537	5,804,214	22,994,276
NCBA	5,819	6,835	6,732	19,386	6,394	8,542	8,083	23,019	8,337	7,319	6,260	21,916	7,579	7,068	6,449	21,096	85,417
Total	6,350,287	5,845,885	6,515,077	18,711,249	6,959,979	7,188,154	6,819,790	20,967,923	7,085,763	7,197,919	6,654,203	20,937,885	7,297,693	6,453,274	6,312,485	20,063,451	80,680,509
Source: Operating Agencies' Monthly Vehicle Reports							* Truck traffic doubled when round trip toll collected in one direction only.										

TABLE 14 B
MONTHLY TRUCK TOLL VOLUME - 2003
BY OPERATING AGENCY

				First				Second				Third				Fourth	
OPERATORS	January	February	March	Quarter	April	May	June	Quarter	July	August	September	Quarter	October	November	December	Quarter	Total
PANYNJ	1,309,062	1,110,244	1,327,798	3,747,104	1,338,614	1,357,832	1,323,652	4,020,098	1,377,648	1,328,070	1,355,948	4,061,666	1,430,712	1,243,976	1,316,746	3,991,434	15,820,302
MTA (B&T)	1,401,836	1,203,506	1,456,064	4,061,406	1,491,227	1,544,375	1,494,673	4,530,275	1,554,804	1,470,101	1,488,401	4,513,306	1,581,910	1,356,962	1,411,209	4,350,081	17,455,068
NYSBA	344,920	301,412	357,506	1,003,838	383,348	412,278	411,958	1,207,584	424,862	409,812	411,156	1,245,830	436,958	370,998	359,380	1,167,336	4,624,588
NYSTA	955,312	1,005,844	1,211,707	3,172,863	1,286,609	1,356,962	1,332,005	3,975,576	1,391,118	1,330,548	1,302,268	4,023,934	1,395,456	1,217,161	1,239,770	3,852,387	15,024,760
NJHA(GSP)	224,473	226,973	313,536	764,981	347,108	389,747	386,263	1,133,117	405,698	372,222	348,854	1,126,774	383,065	318,844	315,095	1,017,004	4,041,876
NJTA(NJTpke)	1,917,843	1,651,744	1,952,534	5,522,121	1,963,605	2,011,054	1,974,520	5,949,178	2,076,782	1,968,331	2,017,422	6,062,536	2,163,135	1,841,923	1,929,136	5,934,194	23,468,030
NCBA	6,433	5,336	6,912	18,681	7,500	9,079	9,558	26,137	9,201	8,776	7,119	25,096	7,479	6,430	6,128	20,037	89,951
Total	6,159,879	5,505,059	6,626,057	18,290,994	6,818,011	7,081,327	6,932,629	20,841,965	7,240,113	6,887,860	6,931,168	21,059,142	7,398,715	6,356,294	6,577,464	20,332,473	80,524,575
Source: Operating Agencies' Monthly Vehicle Reports							* Truck traffic doubled when round trip toll collected in one direction only.										

TABLE 15
COMPARISON OF QUARTERLY PORT AUTHORITY OF NEW YORK AND NEW JERSEY TRUCK TOLL VOLUME BY FACILITY
2002/2003

			First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
TOLL FACILITIES*		Vehicle Class(axle)	2002	2003	% Change 2002/2003	2002	2003	% Change 2002/2003	2002	2003	% Change 2001/2002	2002	2003	% Change 2002/2003	2002	2003	% Change 2002/2003
George Washington Bridge	(I-95)	2	546,978	534,046	-2.4%	603,042	573,184	-5.0%	596,984	596,908	-0.0%	579,358	590,076	1.8%	2,326,362	2,294,214	-1.4%
(New Jersey-Manhattan)		3	157,606	150,042	-4.8%	169,128	159,784	-5.5%	161,748	166,402	2.9%	155,848	171,426	10.0%	644,330	647,654	0.5%
		Truck-total	704,584	684,088	-2.9%	772,170	732,968	-5.1%	758,732	763,310	0.6%	735,206	761,502	3.6%	2,970,692	2,941,868	-1.0%
		4	174,808	199,916	14.4%	190,422	219,140	15.1%	202,060	232,934	15.3%	193,294	240,354	24.3%	760,584	892,344	17.3%
		5	1,090,134	1,001,596	-8.1%	1,154,950	1,079,608	-6.5%	1,127,806	1,043,268	-7.5%	1,115,028	996,598	-10.6%	4,487,918	4,121,070	-8.2%
		6	17,020	24,728	45.3%	26,218	24,146	-7.9%	25,290	21,346	-15.6%	23,044	20,726	-10.1%	91,572	90,946	-0.7%
		Trailer-total	1,281,962	1,226,240	-4.3%	1,371,590	1,322,894	-3.6%	1,355,156	1,297,548	-4.3%	1,331,366	1,257,678	-5.5%	5,340,074	5,104,360	-4.4%
		Total	1,986,546	1,910,328	-3.8%	2,143,760	2,055,862	-4.1%	2,113,888	2,060,858	-2.5%	2,066,572	2,019,180	-2.3%	8,310,766	8,046,228	-3.2%
Lincoln Tunnel	(I-495)	2	432,258	319,604	-26.1%	427,486	330,604	-22.7%	371,972	329,928	-11.3%	351,348	336,356	-4.3%	1,583,064	1,316,492	-16.8%
(New Jersey-Manhattan)		3	100,518	94,120	-6.4%	93,460	82,652	-11.6%	87,266	84,224	-3.5%	87,478	81,274	-7.1%	368,722	342,270	-7.2%
		Truck-total	532,776	413,724	-22.3%	520,946	413,256	-20.7%	459,238	414,152	-9.8%	438,826	417,630	-4.8%	1,951,786	1,658,762	-15.0%
		4	33,332	32,450	-2.6%	35,408	34,910	-1.4%	36,618	34,396	-6.1%	36,742	35,188	-4.2%	142,100	136,944	-3.6%
		5	40,204	39,750	-1.1%	48,470	43,484	-10.3%	47,272	43,038	-9.0%	44,952	41,986	-6.6%	180,898	168,258	-7.0%
		6	980	688	-29.8%	994	788	-20.7%	1,018	1,634	60.5%	946	3,270	245.7%	3,938	6,380	62.0%
		Trailer-total	74,516	72,888	-2.2%	84,872	79,182	-6.7%	84,908	79,068	-6.9%	82,640	80,444	-2.7%	326,936	311,582	-4.7%
		Total	607,292	486,612	-19.9%	605,818	492,438	-18.7%	544,146	493,220	-9.4%	521,466	498,074	-4.5%	2,278,722	1,970,344	-13.5%
Holland Tunnel	(I-78)	2	37,748	197,466	423.1%	105,918	221,364	109.0%	185,184	246,508	33.1%	204,184	248,418	21.7%	533,034	913,756	71.4%
(New Jersey-Manhattan)		3	6,314	36,058	471.1%	16,336	40,058	145.2%	37,008	39,484	6.7%	39,736	41,064	3.3%	99,394	156,664	57.6%
		Truck-total	44,062	233,524	430.0%	122,254	261,422	113.8%	222,192	285,992	28.7%	243,920	289,482	18.7%	632,428	1,070,420	69.3%
		4	764	2,132	179.1%	1,430	1,926	34.7%	1,986	2,126	7.0%	1,852	2,514	35.7%	6,032	8,698	44.2%
		5	1,594	1,926	20.8%	1,896	1,934	2.0%	2,582	2,478	-4.0%	2,464	2,116	-14.1%	8,536	8,454	-1.0%
		6	162	152	-6.2%	142	126	-11.3%	232	174	-25.0%	146	186	27.4%	682	638	-6.5%
		Trailer-total	2,520	4,210	67.1%	3,468	3,986	14.9%	4,800	4,778	-0.5%	4,462	4,816	7.9%	15,250	17,790	16.7%
		Total	46,582	237,734	410.4%	125,722	265,408	111.1%	226,992	290,770	28.1%	248,382	294,298	18.5%	647,678	1,088,210	68.0%
Bayonne Bridge	(NY-440)	2	66,258	47,878	-27.7%	60,664	49,622	-18.2%	53,158	50,012	-5.9%	51,278	66,082	28.9%	231,358	213,594	-7.7%
(New Jersey-Staten Island)		3	28,016	21,694	-22.6%	26,146	23,576	-9.8%	23,020	23,888	3.8%	25,168	21,676	-13.9%	102,350	90,834	-11.3%
		Truck-total	94,274	69,572	-26.2%	86,810	73,198	-15.7%	76,178	73,900	-3.0%	76,446	87,758	14.8%	333,708	304,428	-8.8%
		4	11,606	12,340	6.3%	12,812	12,028	-6.1%	13,446	11,758	-12.6%	15,572	8,512	-45.3%	53,436	44,638	-16.5%
		5	77,556	67,826	-12.5%	84,982	75,868	-10.7%	86,042	78,500	-8.8%	74,156	55,802	-24.8%	322,736	277,996	-13.9%
		6	1,016	1,490	46.7%	1,024	862	-15.8%	1,204	1,762	46.3%	1,154	2,464	113.5%	4,398	6,578	49.6%
		Trailer-total	90,178	81,656	-9.5%	98,818	88,758	-10.2%	100,692	92,020	-8.6%	90,882	66,778	-26.5%	380,570	329,212	-13.5%
		Total	184,452	151,228	-18.0%	185,628	161,956	-12.8%	176,870	165,920	-6.2%	167,328	154,536	-7.6%	714,278	633,640	-11.3%
Goethals Bridge	(I-278)	2	188,760	159,128	-15.7%	213,134	171,440	-19.6%	206,330	170,416	-17.4%	182,168	162,946	-10.6%	790,392	663,930	-16.0%
(New Jersey-Staten Island)		3	86,306	80,720	-6.5%	91,084	82,282	-9.7%	84,260	81,128	-3.7%	81,760	76,448	-6.5%	343,410	320,578	-6.6%
		Truck-total	275,066	239,848	-12.8%	304,218	253,722	-16.6%	290,590	251,544	-13.4%	263,928	239,394	-9.3%	1,133,802	984,508	-13.2%
		4	42,350	42,564	0.5%	54,158	39,714	-26.7%	53,688	41,534	-22.6%	44,420	43,302	-2.5%	194,616	167,114	-14.1%
		5	306,100	295,998	-3.3%	421,576	304,932	-27.7%	413,216	308,060	-25.4%	333,682	298,526	-10.5%	1,474,574	1,207,516	-18.1%
		6	5,304	4,448	-16.1%	8,252	4,084	-50.5%	7,660	3,566	-53.4%	5,158	4,304	-16.6%	26,374	16,402	-37.8%
		Trailer-total	353,754	343,010	-3.0%	483,986	348,730	-27.9%	474,564	353,160	-25.6%	383,260	346,132	-9.7%	1,695,564	1,391,032	-18.0%
		Total	628,820	582,858	-7.3%	788,204	602,452	-23.6%	765,154	604,704	-21.0%	647,188	585,526	-9.5%	2,829,366	2,375,540	-16.0%
Outerbridge Crossing	(NY-440)	2	135,994	128,384	-5.6%	130,702	144,924	10.9%	130,096	145,794	12.1%	136,446	141,994	4.1%	533,238	561,096	5.2%
(New Jersey-Staten Island)		3	31,574	25,500	-19.2%	31,250	28,992	-7.2%	29,524	32,226	9.2%	30,854	32,652	5.8%	123,202	119,370	-3.1%
		Truck-total	167,568	153,884	-8.2%	161,952	173,916	7.4%	159,620	178,020	11.5%	167,300	174,646	4.4%	656,440	680,466	3.7%
		4	28,114	25,224	-10.3%	20,948	32,476	55.0%	20,512	35,924	75.1%	24,778	34,288	38.4%	94,352	127,912	35.6%
		5	201,168	194,138	-3.5%	149,794	230,818	54.1%	148,324	227,438	53.3%	192,904	225,178	16.7%	692,190	877,572	26.8%
		6	5,032	5,098	1.3%	2,100	4,772	127.2%	2,128	4,812	126.1%	4,742	5,708	20.4%	14,002	20,390	45.6%
		Trailer-total	234,314	224,460	-4.2%	172,842	268,066	55.1%	170,964	268,174	56.9%	222,424	265,174	19.2%	800,544	1,025,874	28.1%
		Total	401,882	378,344	-5.9%	334,794	441,982	32.0%	330,584	446,194	35.0%	389,724	439,820	12.9%	1,456,984	1,706,340	17.1%
All Facilities		2	1,407,996	1,386,506	-1.5%	1,540,946	1,491,138	-3.2%	1,543,724	1,539,566	-0.3%	1,504,782	1,545,872	2.7%	5,997,448	5,963,082	-0.6%
		3	410,334	408,134	-0.5%	427,404	417,344	-2.4%	422,826	427,352	1.1%	420,844	424,540	0.9%	1,681,408	1,677,370	-0.2%
		Truck-total	1,818,330	1,794,640	-1.3%	1,968,350	1,908,482	-3.0%	1,966,550	1,966,918	0.0%	1,925,626	1,970,412	2.3%	7,678,856	7,640,452	-0.5%
		4	290,974	314,626	8.1%	315,178	340,194	7.9%	328,310	358,672	9.2%	316,658	364,158	15.0%	1,251,120	1,377,650	10.1%
		5	1,716,756	1,601,234	-6.7%	1,861,668	1,736,644	-6.7%	1,825,242	1,702,782	-6.7%	1,763,186	1,620,206	-8.1%	7,166,852	6,660,866	-7.1%
		6	29,514	36,604	24.0%	38,730	34,778	-10.2%	37,532	33,294	-11.3%	35,190	36,658	4.2%	140,966	141,334	0.3%
		Trailer-total	2,037,244	1,952,464	-4.2%	2,215,576	2,111,616	-4.7%	2,191,084	2,094,748	-4.4%	2,115,034	2,021,022	-4.4%	8,558,938	8,179,850	-4.4%
		Total	3,855,574	3,747,104	-2.8%	4,183,926	4,020,098	-3.9%	4,157,634	4,061,666	-2.3%	4,040,660	3,991,434	-1.2%	16,237,794	15,820,302	-2.6%

* Truck volume doubled when round trip toll collected in one direction only.

TABLE 16

COMPARISON OF QUARTERLY MTA-BRIDGES & TUNNELS TRUCK TOLL VOLUME BY FACILITY 2002/2003

TOLL FACILITIES	Vehicle Class(axle)	First Quarter 2002	First Quarter 2003	% change	Second Quarter 2002	Second Quarter 2003	% change	Third Quarter 2002	Third Quarter 2003	% change	Fourth Quarter 2002	Fourth Quarter 2003	% change	Total 2002	Total 2003	% change
Triborough Bridge	2	534,539	539,180	0.9%	581,424	597,033	2.7%	566,363	605,194	6.9%	575,789	599,880	4.2%	2,258,115	2,341,287	3.7%
(Manhattan-Bronx-Queens)/	3	96,500	95,328	-1.2%	110,446	109,425	-0.9%	109,125	121,032	10.9%	102,663	120,147	17.0%	418,734	445,932	6.5%
(Bronx-Queens-Manhattan)	4	22,843	21,674	-5.1%	24,797	23,146	-6.7%	23,952	24,606	2.7%	23,441	24,787	5.7%	95,033	94,213	-0.9%
(I-278)	5	112,282	117,061	4.3%	120,345	129,390	7.5%	120,053	138,780	15.6%	123,495	142,578	15.5%	476,175	527,809	10.8%
	6	4,966	5,256	5.8%	5,983	8,667	44.9%	6,374	11,021	72.9%	5,725	8,975	56.8%	23,048	33,919	47.2%
	7 & over**	82	72	-12.2%	57	91	59.6%	73	261	257.5%	123	397	222.8%	335	821	145.1%
	Truck total	771,212	778,571	1.0%	843,052	867,752	2.9%	825,940	900,894	9.1%	831,236	896,764	7.9%	3,271,440	3,443,981	5.3%
Bronx-Whitestone Bridge	2	341,348	345,094	1.1%	375,552	365,714	-2.6%	370,005	333,951	-9.7%	369,677	325,538	-11.9%	1,456,582	1,370,297	-5.9%
(Bronx-Queens)	3	73,879	75,766	2.6%	82,802	86,416	4.4%	87,086	79,841	-8.3%	82,199	73,375	-10.7%	325,966	315,398	-3.2%
(I-278)	4	50,900	48,031	-5.6%	55,237	50,123	-9.3%	54,367	48,127	-11.5%	54,156	47,420	-12.4%	214,660	193,701	-9.8%
	5	209,648	210,114	0.2%	233,614	229,539	-1.7%	231,572	218,474	-5.7%	231,180	215,084	-7.0%	906,014	873,211	-3.6%
	6	10,488	7,207	-31.3%	12,744	6,435	-49.5%	10,605	5,090	-52.0%	9,158	5,141	-43.9%	42,995	23,873	-44.5%
	7 & over**	174	132	-24.1%	169	41	-75.7%	128	87	-32.0%	62	57	-8.1%	533	317	-40.5%
	Truck total	686,437	686,344	-0.0%	760,118	738,268	-2.9%	753,763	685,570	-9.0%	746,432	666,615	-10.7%	2,946,750	2,776,797	-5.8%
Throgs Neck Bridge	2	346,211	344,385	-0.5%	390,700	395,795	1.3%	390,285	411,701	5.5%	373,174	393,866	5.5%	1,500,370	1,545,747	3.0%
(Bronx-Queens)	3	68,679	68,828	0.2%	81,281	83,843	3.2%	81,720	87,022	6.5%	80,017	78,693	-1.7%	311,697	318,386	2.1%
(I-295)	4	90,532	87,848	-3.0%	98,365	98,833	0.5%	98,701	99,824	1.1%	101,148	97,276	-3.8%	388,746	383,781	-1.3%
	5	379,650	381,856	0.6%	437,678	448,369	2.4%	433,617	461,705	6.5%	412,990	440,347	6.6%	1,663,935	1,732,277	4.1%
	6	15,283	11,438	-25.2%	20,542	21,744	5.9%	21,210	22,747	7.2%	18,864	19,535	3.6%	75,899	75,464	-0.6%
	7 & over**	133	164	23.3%	191	525	174.9%	146	445	204.8%	273	172	-37.0%	743	1,306	75.8%
	Truck total	900,488	894,519	-0.7%	1,028,757	1,049,109	2.0%	1,025,679	1,083,444	5.6%	986,466	1,029,889	4.4%	3,941,390	4,056,961	2.9%
Queens Midtown Tunnel	2	360,010	344,771	-4.2%	381,383	373,287	-2.1%	369,115	367,746	-0.4%	370,947	365,540	-1.5%	1,481,455	1,451,344	-2.0%
(Manhattan-Queens)	3	57,088	48,127	-15.7%	66,542	63,117	-5.1%	77,613	69,448	-10.5%	58,741	57,152	-2.7%	259,984	237,844	-8.5%
(I-495)	4	6,601	5,248	-20.5%	6,944	5,546	-20.1%	5,987	5,262	-12.1%	5,370	4,672	-13.0%	24,902	20,728	-16.8%
	5	3,525	4,305	22.1%	3,910	4,730	21.0%	3,886	3,803	-2.1%	4,455	3,521	-21.0%	15,776	16,359	3.7%
	6	400	775	93.8%	558	871	56.1%	527	740	40.4%	683	488	-28.6%	2,168	2,874	32.6%
	7 & over**	14	3	-78.6%	41	6	-85.4%	17	16	-5.9%	25	11	-56.0%	97	36	-62.9%
	Truck total	427,638	403,229	-5.7%	459,378	447,557	-2.6%	457,145	447,015	-2.2%	440,221	431,384	-2.0%	1,784,382	1,729,185	-3.1%
Brooklyn Battery Tunnel	2	53,806	129,947	141.5%	106,812	138,870	30.0%	125,633	136,776	8.9%	136,346	137,689	1.0%	422,597	543,282	28.6%
(Manhattan-Brooklyn)	3	23,418	21,742	-7.2%	37,431	25,194	-32.7%	45,768	26,714	-41.6%	27,937	24,477	-12.4%	134,554	98,127	-27.1%
(I-278)	4	691	1,918	177.6%	1,274	1,583	24.3%	1,699	1,762	3.7%	2,133	1,416	-33.6%	5,797	6,679	15.2%
	5	2,094	4,493	114.6%	5,483	3,039	-44.6%	2,299	2,460	7.0%	3,285	3,277	-0.2%	13,161	13,269	0.8%
	6	688	244	-64.5%	1,488	387	-74.0%	769	429	-44.2%	597	715	19.8%	3,542	1,775	-49.9%
	7 & over**	1	1	0.0%	8	4	-50.0%	10	3	-70.0%	2	6	200.0%	21	14	-33.3%
	Truck total	80,698	158,345	96.2%	152,496	169,077	10.9%	176,178	168,144	-4.6%	170,300	167,580	-1.6%	579,672	663,146	14.4%
Verrazano-Narrows Bridge*	2	506,248	478,700	-5.4%	543,752	527,570	-3.0%	543,444	506,362	-6.8%	519,248	472,628	-9.0%	2,112,692	1,985,260	-6.0%
(Staten Island-Brooklyn)	3	114,834	112,102	-2.4%	129,350	125,482	-3.0%	134,608	122,490	-9.0%	129,172	106,952	-17.2%	507,964	467,026	-8.1%
(I-278)	4	66,276	62,944	-5.0%	69,222	65,688	-5.1%	72,670	67,446	-7.2%	71,254	64,370	-9.7%	279,422	260,448	-6.8%
	5	362,866	344,376	-5.1%	398,228	375,978	-5.6%	401,800	377,018	-6.2%	373,984	351,938	-5.9%	1,536,878	1,449,310	-5.7%
	6	14,524	10,916	-24.8%	17,052	15,482	-9.2%	17,932	18,436	2.8%	14,484	17,812	23.0%	63,992	62,646	-2.1%
	7 & over**	140	86	-38.6%	84	138	64.3%	124	126	1.6%	108	118	9.3%	456	468	2.6%
	Truck total	1,064,888	1,009,124	-5.2%	1,157,688	1,110,338	-4.1%	1,170,578	1,091,878	-6.7%	1,108,250	1,013,818	-8.5%	4,501,404	4,225,158	-6.1%
Henry Hudson Bridge	2	21,479	27,317	27.2%	25,205	28,449	12.9%	19,091	23,360	22.4%	28,123	28,169	0.2%	93,898	107,295	14.3%
	3	382	552	44.5%	572	656	14.7%	619	393	-36.5%	673	509	-24.4%	2,246	2,110	-6.1%
	4	62	43	-30.6%	105	62	-41.0%	64	200	212.5%	53	856	1515.1%	284	1,161	300.0%
	5	148	196	32.4%	229	239	4.4%	268	170	-36.6%	232	200	-13.8%	877	805	-8.2%
	6	26	2	-92.3%	30	3	-90.0%	4	3	-25.0%	2	7	250.0%	62	15	-75.8%
	7 & over**	0	2	0.0%	2	2	100.0%	0	8	0.0%	1	10	900.0%	3	22	633.3%
	Truck total	22,097	28,112	27.2%	26,143	29,411	12.5%	20,046	24,134	20.4%	29,084	29,751	2.3%	97,370	111,408	14.4%
Marine Parkway Bridge	2	32,630	33,379	2.3%	37,650	38,044	1.0%	33,927	34,024	0.3%	35,529	36,015	1.4%	139,736	141,462	1.2%
	3	3,704	3,940	6.4%	4,953	5,278	6.6%	4,863	5,197	6.9%	4,166	5,115	22.8%	17,686	19,530	10.4%
	4	408	485	18.9%	659	595	-9.7%	745	704	-5.5%	715	585	-18.2%	2,527	2,369	-6.3%
	5	2,092	1,634	-21.9%	2,271	1,964	-13.5%	1,596	1,953	22.4%	1,770	2,030	14.7%	7,729	7,581	-1.9%
	6	101	47	-53.5%	63	96	52.4%	52	43	-17.3%	87	86	-1.1%	303	272	-10.2%
	7 & over**	0	3	300%	10	15	50.0%	11	13	18.2%	2	4	100.0%	23	35	52.2%
	Truck total	38,935	39,488	1.4%	45,606	45,992	0.8%	41,194	41,934	1.8%	42,269	43,835	3.7%	168,004	171,249	1.9%
Cross Bay Bridge	2	51,883	53,655	3.4%	57,860	59,608	3.0%	50,345	55,183	9.6%	54,427	57,290	5.3%	214,515	225,736	5.2%
	3	8,527	6,171	-27.6%	9,712	8,562	-11.8%	9,423	9,265	-1.7%	8,858	7,845	-11.4%	36,520	31,843	-12.8%
	4	968	914	-5.6%	1,171	898	-23.3%	1,052	1,118	6.3%	1,089	1,080	-0.8%	4,280	4,010	-6.3%
	5	3,182	2,794	-12.2%	3,338	3,383	1.3%	3,172	4,244	33.8%	3,592	3,909	8.8%	13,284	14,330	7.9%
	6	299	136	-54.5%	225	315	40.0%	205	479	133.7%	397	315	-20.7%	1,126	1,245	10.6%
	7 & over**	1	4	200%	2	5	150.0%	4	4	0.0%	2	6	200.0%	9	19	111.1%
	Truck total	64,860	63,674	-1.8%	72,308	72,771	0.6%	64,201	70,293	9.5%	68,365	70,445	3.0%	269,734	277,183	2.8%
All Facilities	2	2,248,154	2,296,428	2.1%	2,500,338	2,524,370	1.0%	2,468,208	2,474,297	0.2%	2,463,260	2,416,615	-1.9%	9,679,960	9,711,710	0.3%
	3	447,011	432,556	-3.2%	523,089	507,973	-2.9%	550,825	521,402	-5.3%	494,426	474,265	-4.1%	2,015,351	1,936,196	-3.9%
	4	239,281	229,105	-4.3%	257,774	246,474	-4.4%	259,237	249,049	-3.9%	259,359	242,462	-6.5%	1,015,651	967,090	-4.8%
	5	1,075,487	1,066,829	-0.8%	1,205,096	1,196,631	-0.7%	1,198,263	1,208,607	0.9%	1,154,983	1,162,884	0.7%	4,633,829	4,634,951	0.0%
	6	46,775	36,021	-23.0%	58,685	54,000	-8.0%	57,678	58,988	2.3%	49,997	53,074	6.2%	213,135	202,083	-5.2%
	7 & over**	545	467	-14.3%	564	827	46.6%	513	963	87.7%	598	781	30.6%	2,220	3,038	36.8%
	Truck total	4,057,253	4,061,406	0.1%	4,545,546	4,530,275	-0.3%	4,534,724	4,513,306	-0.5%	4,422,623	4,350,081	-1.6%	17,560,146	17,455,068	-0.6%

* Volume doubled since round trip toll collected from westbound traffic only.

**This category comprises 7-axle trucks and trucks with extra axles.

TABLE 17
COMPARISON OF QUARTERLY NEW YORK STATE BRIDGE AUTHORITY TRUCK TOLL VOLUME BY FACILITY
2002/2003

	VEHICLE	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			TOTAL		
TOLL FACILITIES*	CLASS (axle)	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Rip Van Winkle Bridge	2	28,796	31,582	9.7%	35,274	36,698	4.0%	36,942	37,420	1.3%	34,678	36,788	6.1%	135,690	142,488	5.0%
(Greene-Columbia Counties)	3	5,750	5,976	3.9%	7,054	8,480	20.2%	8,146	10,704	31.4%	8,012	9,504	18.6%	28,962	34,664	19.7%
	4	2,994	2,394	-20.0%	3,048	2,772	-9.1%	2,946	2,514	-14.7%	2,694	2,636	-2.2%	11,682	10,316	-11.7%
(NY-23)	5	19,474	16,606	-14.7%	24,668	23,172	-6.1%	24,176	25,590	5.8%	22,058	22,770	3.2%	90,376	88,138	-2.5%
	6	1,216	1,042	-14.3%	1,254	812	-35.2%	934	940	0.6%	1,518	1,056	-30.4%	4,922	3,850	-21.8%
	Truck total	58,230	57,600	-1.1%	71,298	71,934	0.9%	73,144	77,168	5.5%	68,960	72,754	5.5%	271,632	279,456	2.9%
Kingston-Rhinecliff Bridge	2	33,192	34,476	3.9%	41,058	42,316	3.1%	41,780	45,800	9.6%	37,502	41,410	10.4%	153,532	164,002	6.8%
(Dutchess-Ulster Counties)	3	7,590	7,118	-6.2%	8,708	9,720	11.6%	9,296	11,018	18.5%	8,354	9,586	14.7%	33,948	37,442	10.3%
	4	3,230	1,986	-38.5%	3,176	2,840	-10.6%	3,258	3,462	6.3%	2,590	3,222	24.4%	12,254	11,510	-6.1%
(US-209)	`	7,322	6,180	-15.6%	7,642	8,400	9.9%	8,192	8,224	0.4%	7,474	8,364	11.9%	30,630	31,168	1.8%
	6	188	510	171.3%	190	630	231.6%	314	920	193.0%	430	842	95.8%	1,122	2,902	158.6%
	Truck total	51,522	50,270	-2.4%	60,774	63,906	5.2%	62,840	69,424	10.5%	56,350	63,424	12.6%	231,486	247,024	6.7%
Mid-Hudson Bridge	2	66,180	68,944	4.2%	76,394	78,460	2.7%	76,634	79,694	4.0%	73,664	77,608	5.4%	292,872	304,706	4.0%
(Dutchess-Orange Counties)	3	10,778	10,948	1.6%	13,084	14,106	7.8%	13,620	13,272	-2.6%	13,312	12,752	-4.2%	50,794	51,078	0.6%
	4	3,536	3,966	12.2%	4,438	4,514	1.7%	4,484	4,364	-2.7%	4,776	4,172	-12.6%	17,234	17,016	-1.3%
(US-44)	5	21,694	20,816	-4.0%	24,398	24,386	-0.0%	23,344	24,428	4.6%	22,258	24,416	9.7%	91,694	94,046	2.6%
	6	1,598	1,502	-6.0%	1,912	1,566	-18.1%	1,668	1,902	14.0%	2,096	2,030	-3.1%	7,274	7,000	-3.8%
	Truck total	103,786	106,176	2.3%	120,226	123,032	2.3%	119,750	123,660	3.3%	116,106	120,978	4.2%	459,868	473,846	3.0%
Newburgh-Beacon Bridge	2	148,352	147,102	-0.8%	192,464	195,244	1.4%	197,266	200,782	1.8%	165,206	174,498	5.6%	703,288	717,626	2.0%
(Dutchess-Orange Counties)	3	38,842	37,768	-2.8%	47,522	46,034	-3.1%	48,052	48,180	0.3%	44,228	45,212	2.2%	178,644	177,194	-0.8%
	4	31,980	28,872	-9.7%	35,714	34,562	-3.2%	34,546	34,996	1.3%	33,158	34,676	4.6%	135,398	133,106	-1.7%
(I-84)	5	541,864	519,148	-4.2%	622,332	601,584	-3.3%	613,982	619,272	0.9%	568,654	589,532	3.7%	2,346,832	2,329,536	-0.7%
	6	23,118	26,640	15.2%	29,608	30,768	3.9%	31,680	30,572	-3.5%	32,190	29,104	-9.6%	116,596	117,084	0.4%
	Truck total	784,156	759,530	-3.1%	927,640	908,192	-2.1%	925,526	933,802	0.9%	843,436	873,022	3.5%	3,480,758	3,474,546	-0.2%
Bear Mountain Bridge	2	17,732	16,998	-4.1%	21,888	21,276	-2.8%	21,848	21,866	0.1%	20,232	20,132	-0.5%	81,700	80,272	-1.7%
(Westchester-Rockland	3	4,666	3,380	-27.6%	5,852	4,736	-19.1%	5,054	4,866	-3.7%	4,572	3,988	-12.8%	20,144	16,970	-15.8%
Counties)	4	1,950	1,444	-25.9%	2,202	2,198	-0.2%	1,918	2,082	8.6%	1,918	1,930	0.6%	7,988	7,654	-4.2%
(US-6)	5	7,366	6,602	-10.4%	8,410	8,644	2.8%	8,122	9,206	13.3%	7,400	8,594	16.1%	31,298	33,046	5.6%
	6	2,604	1,838	-29.4%	4,412	3,666	-16.9%	4,818	3,756	-22.0%	4,272	2,514	-41.2%	16,106	11,774	-26.9%
	Truck total	34,318	30,262	-11.8%	42,764	40,520	-5.2%	41,760	41,776	0.0%	38,394	37,158	-3.2%	157,236	149,716	-4.8%
All Facilities	2	294,252	299,102	1.6%	367,078	373,994	1.9%	374,470	385,562	3.0%	331,282	350,436	5.8%	1,367,082	1,409,094	3.1%
	3	67,626	65,190	-3.6%	82,220	83,076	1.0%	84,168	88,040	4.6%	78,478	81,042	3.3%	312,492	317,348	1.6%
	4	43,690	38,662	-11.5%	48,578	46,886	-3.5%	47,152	47,418	0.6%	45,136	46,636	3.3%	184,556	179,602	-2.7%
	5	597,720	569,352	-4.7%	687,450	666,186	-3.1%	677,816	686,720	1.3%	627,844	653,676	4.1%	2,590,830	2,575,934	-0.6%
	6	28,724	31,532	9.8%	37,376	37,442	0.2%	39,414	38,090	-3.4%	40,506	35,546	-12.2%	146,020	142,610	-2.3%
	Truck total	1,032,012	1,003,838	-2.7%	1,222,702	1,207,584	-1.2%	1,223,020	1,245,830	1.9%	1,123,246	1,167,336	3.9%	4,600,980	4,624,588	0.5%

*Truck volume doubled when round trip toll is collected in one direction only.

Note: The extra axle category is not included in the total truck count since it represents passenger cars pulling a one-axle trailer.

TABLE 18
COMPARISON OF QUARTERLY NEW YORK STATE THRUWAY AUTHORITY TRUCK TOLL VOLUME BY FACILITY
2002/2003

		First Quarter			Second Quarter			Third Quarter			Fourth Quarter			TOTAL		
TOLL FACILITIES**	Vehicle Class	2002	2003	% Change 2002/2003	2002	2003	% Change 2002/2003	2002	2003	% Change 2002/2003	2002	2003	% Change 2002/2003	2002	2003	% Change 2002/2003
New Rochelle*	2	11,350	9,166	-19.2%	17,588	16,532	-6.0%	19,584	19,998	2.1%	12,266	12,312	0.4%	60,788	58,008	-4.6%
(Westchester County)	3	426,658	327,350	-23.3%	440,456	442,948	0.6%	418,506	437,146	4.5%	426,352	451,346	5.9%	1,711,972	1,658,790	-3.1%
	4	323,354	255,070	-21.1%	380,072	368,514	-3.0%	375,132	366,108	-2.4%	349,914	347,012	-0.8%	1,428,472	1,336,704	-6.4%
	5	411,918	337,552	-18.1%	438,906	398,298	-9.3%	411,306	375,228	-8.8%	398,406	375,402	-5.8%	1,660,536	1,486,480	-10.5%
(I-95) (a)	6	53,578	46,188	-13.8%	69,298	71,010	2.5%	69,242	72,496	4.7%	66,420	69,144	4.1%	258,538	258,838	0.1%
	7	70,330	52,604	-25.2%	76,258	71,432	-6.3%	74,564	68,952	-7.5%	75,362	66,724	-11.5%	296,514	259,712	-12.4%
	8	54,972	43,990	-20.0%	68,138	65,202	-4.3%	66,828	65,432	-2.1%	63,546	66,544	4.7%	253,484	241,168	-4.9%
	Total	1,352,160	1,071,920	-20.7%	1,490,716	1,433,936	-3.8%	1,435,162	1,405,360	-2.1%	1,392,266	1,388,484	-0.3%	5,670,304	5,299,700	-6.5%
Yonkers	2	3,622	2,851	-21.3%	5,591	4,857	-13.1%	6,320	6,117	-3.2%	3,913	4,386	12.1%	19,446	18,211	-6.4%
(Westchester County)	3	84,756	82,883	-2.2%	101,355	96,006	-5.3%	104,833	105,393	0.5%	96,501	103,578	7.3%	387,445	387,860	0.1%
	4	194,645	190,435	-2.2%	223,841	219,036	-2.1%	226,494	227,220	0.3%	213,537	215,936	1.1%	858,517	852,627	-0.7%
(I-87) (b)	5	132,993	125,553	-5.6%	156,201	152,810	-2.2%	159,963	155,620	-2.7%	146,929	148,359	1.0%	596,086	582,342	-2.3%
	6	17,256	18,592	7.7%	26,345	28,582	8.5%	26,714	27,869	4.3%	22,985	25,897	12.7%	93,300	100,940	8.2%
	7	26,970	27,105	0.5%	32,522	29,906	-8.0%	35,877	32,513	-9.4%	32,767	31,818	-2.9%	128,136	121,342	-5.3%
	8	38,792	37,752	-2.7%	49,416	44,775	-9.4%	53,517	48,805	-8.8%	43,389	46,685	7.6%	185,114	178,017	-3.8%
	Total	499,034	485,171	-2.8%	595,271	575,972	-3.2%	613,718	603,537	-1.7%	560,021	576,659	3.0%	2,268,044	2,241,339	-1.2%
Tappan Zee *	2	8,228	7,052	-14.3%	15,862	15,148	-4.5%	20,078	20,070	-0.0%	9,688	10,322	6.5%	53,856	52,592	-2.3%
(Rockland-Westchester)	3	166,328	156,572	-5.9%	179,798	173,010	-3.8%	167,992	177,476	5.6%	157,652	177,900	12.8%	671,770	684,958	2.0%
	4	167,722	163,284	-2.6%	203,916	205,812	0.9%	208,126	216,538	4.0%	183,566	192,582	4.9%	763,330	778,216	2.0%
(I-87/287)	5	314,534	289,946	-7.8%	366,244	351,196	-4.1%	346,602	345,364	-0.4%	321,132	331,446	3.2%	1,348,512	1,317,952	-2.3%
	6	25,302	25,240	-0.2%	32,694	33,642	2.9%	32,284	32,520	0.7%	27,542	28,384	3.1%	117,822	119,786	1.7%
	7	34,012	33,324	-2.0%	40,706	41,044	0.8%	39,016	41,042	5.2%	36,254	40,258	11.0%	149,988	155,668	3.8%
	8	24,854	23,294	-6.3%	31,582	32,750	3.7%	33,490	35,820	7.0%	26,402	32,280	22.3%	116,328	124,144	6.7%
	Total	740,980	698,712	-5.7%	870,802	852,602	-2.1%	847,588	868,830	2.5%	762,236	813,172	6.7%	3,221,606	3,233,316	0.4%
Spring Valley *	2	8,712	6,372	-26.9%	15,166	13,106	-13.6%	21,264	18,636	-12.4%	10,364	9,624	-7.1%	55,506	47,738	-14.0%
(Rockland County)	3	217,772	226,696	4.1%	256,974	253,742	-1.3%	256,012	259,568	1.4%	238,628	253,098	6.1%	969,386	993,104	2.4%
	4	125,206	122,452	-2.2%	155,082	153,928	-0.7%	159,232	165,422	3.9%	141,690	145,030	2.4%	581,210	586,832	1.0%
(I-87/287)	5	194,300	168,922	-13.1%	237,994	212,482	-10.7%	226,216	197,920	-12.5%	197,554	185,490	-6.1%	856,064	764,814	-10.7%
	6	21,954	22,206	1.1%	28,058	30,856	10.0%	27,630	31,278	13.2%	24,934	28,390	13.9%	102,576	112,730	9.9%
	7	40,712	36,398	-10.6%	46,214	42,884	-7.2%	47,102	41,216	-12.5%	40,286	40,508	0.6%	174,314	161,006	-7.6%
	8	25,334	25,278	-0.2%	30,828	34,466	11.8%	30,950	35,238	13.9%	27,566	34,608	25.5%	114,678	129,590	13.0%
	Total	633,990	608,324	-4.0%	770,316	741,464	-3.7%	768,406	749,278	-2.5%	681,022	696,748	2.3%	2,853,734	2,795,814	-2.0%
Harriman	2	4,785	4,411	-7.8%	8,413	8,579	2.0%	10,481	10,560	0.8%	7,219	7,740	7.2%	30,898	31,290	1.3%
(Orange County)	3	41,032	52,199	27.2%	47,585	57,428	20.7%	50,442	71,958	42.7%	54,291	75,811	39.6%	193,350	257,396	33.1%
	4	85,650	85,700	0.1%	103,793	105,586	1.7%	109,667	113,615	3.6%	97,678	100,120	2.5%	396,788	405,021	2.1%
(I-87)	5	104,520	112,420	7.6%	118,502	132,242	11.6%	123,034	125,560	2.1%	121,585	123,716	1.8%	467,641	493,938	5.6%
	6	24,255	22,876	-5.7%	28,800	28,312	-1.7%	29,725	31,181	4.9%	26,908	28,121	4.5%	109,688	110,490	0.7%
	7	12,627	12,494	-1.1%	14,241	15,445	8.5%	15,053	16,362	8.7%	14,118	16,004	13.4%	56,039	60,305	7.6%
	8	18,079	18,636	3.1%	23,205	24,010	3.5%	24,802	27,693	11.7%	22,685	25,812	13.8%	88,771	96,151	8.3%
	Total	290,948	308,736	6.1%	344,539	371,602	7.9%	363,204	396,929	9.3%	344,484	377,324	9.5%	1,343,175	1,454,591	8.3%
Total - All Facilities	2	36,697	29,852	-18.7%	62,620	58,222	-7.0%	77,727	75,381	-3.0%	43,450	44,384	2.1%	220,494	207,839	-5.7%
	3	936,546	845,700	-9.7%	1,026,168	1,023,134	-0.3%	997,785	1,051,541	5.4%	973,424	1,061,733	9.1%	3,933,923	3,982,108	1.2%
	4	896,577	816,941	-8.9%	1,066,704	1,052,876	-1.3%	1,078,651	1,088,903	1.0%	986,385	1,000,680	1.4%	4,028,317	3,959,400	-1.7%
	5	1,158,265	1,034,393	-10.7%	1,317,847	1,247,028	-5.4%	1,267,121	1,199,692	-5.3%	1,185,606	1,164,413	-1.8%	4,928,839	4,645,526	-5.7%
	6	142,345	135,102	-5.1%	185,195	192,402	3.9%	185,595	195,344	5.3%	168,789	179,936	6.6%	681,924	702,784	3.1%
	7	184,651	161,925	-12.3%	209,941	200,711	-4.4%	211,612	200,085	-5.4%	198,787	195,312	-1.7%	804,991	758,033	-5.8%
	8	162,031	148,950	-8.1%	203,169	201,203	-1.0%	209,587	212,988	1.6%	183,588	205,929	12.2%	758,375	769,070	1.4%
	Total	3,517,112	3,172,863	-9.8%	4,071,644	3,975,576	-2.4%	4,028,078	4,023,934	-0.1%	3,740,029	3,852,387	3.0%	15,356,863	15,024,760	-2.2%

* Truck volume doubled when round trip toll is collected in one direction only. ** Buses included in Commercial Traffic. (a) To Connecticut. (b) To Upstate New York.

NOTE: According to the NYS TA explanation, there is no direct correlation between the TA classification of vehicle class and number of vehicle axles. See enclosed table.

TABLE 19
COMPARISON OF QUARTERLY NEW JERSEY HIGHWAY AUTHORITY TRUCK TOLL VOLUME BY FACILITY
2002/2003

TOLL FACILITIES *	CLASS	1st. Quarter 2002	2003	1st Qtr 2001/02	2nd. Quarter 2002	2003	2nd Qtr 2001/02	3rd. Quarter 2002	2003	3rd Qtr 2001/02	4th. Quarter 2002	2003	4th Qtr 2001/02	Total 2002	2003	Differ. 2002/03
Asbury	2 axle,<3.5 tons	56,950	61,002	7%	62,614	77,664	24%	55,274	79,343	44%	50,554	71,009	40%	225,393	289,018	28%
	3.5 to 5 tons	7,267	3,129	-57%	6,795	4,061	-40%	6,402	4,149	-35%	3,388	4,138	22%	23,853	15,477	-35%
	5+ tons	52,041	49,170	-6%	63,698	64,782	2%	62,462	60,346	-3%	62,547	61,143	-2%	240,749	235,441	-2%
	Extra axle	17,565	17,663	1%	23,755	22,564	-5%	25,171	21,178	-16%	21,378	21,166	-1%	87,869	82,572	-6%
	Truck-total	133,823	130,964	-2%	156,862	169,072	8%	149,310	165,016	11%	137,868	157,456	14%	577,863	622,508	8%
Belmar	2 axle,<3.5 tons	37,776	27,352	-28%	35,954	35,443	-1%	39,371	33,407	-15%	32,956	25,068	-24%	146,057	121,270	-17%
	3.5 to 5 tons	45	31	-31%	61	57	-7%	41	32	-22%	29	68	89%	176	188	7%
	5+ tons	7,129	6,923	-3%	10,115	10,296	2%	9,683	9,842	2%	9,277	9,249	-0%	36,204	36,310	0%
	Extra axle	2,250	2,089	-7%	3,218	3,239	1%	2,689	3,024	12%	2,553	2,845	11%	10,710	11,197	5%
	Truck-total	47,200	36,395	-23%	49,348	49,035	-1%	51,784	46,305	-11%	44,815	37,230	-17%	193,147	168,965	-13%
Brick **	2 axle,<3.5 tons	0	0	0	0	0	0	0	3	0	0	26,864	0	0	26,867	0
	3.5 to 5 tons	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0
	5+ tons	0	0	0	0	0	0	0	1	0	0	17,139	0	0	17,140	0
	Extra axle	0	0	0	0	0	0	0	0	0	0	8,545	0	0	8,545	0
	Truck-total	0	0	0	0	0	0	0	4	0	0	52,559	0	0	52,563	0
Lakewood	2 axle,<3.5 tons	40,136	22,512	-44%	40,953	30,830	-25%	42,719	31,778	-26%	38,368	2,780	-93%	162,176	87,900	-46%
	3.5 to 5 tons	97	50	-49%	48	92	92%	44	75	69%	16	162	89%	205	379	84%
	5+ tons	13,890	12,217	-12%	16,881	19,673	17%	15,995	20,123	26%	14,447	2,601	-82%	61,214	54,615	-11%
	Extra axle	4,140	3,943	-5%	7,217	7,017	-3%	6,829	7,953	16%	5,645	1,078	-81%	23,831	19,991	-16%
	Truck-total	58,263	38,722	-34%	65,099	57,612	-12%	65,588	59,929	-9%	58,476	6,622	-89%	247,426	162,885	-34%
Lakehurst	2 axle,<3.5 tons	48,550	32,793	-32%	47,317	45,629	-4%	53,113	42,731	-20%	45,004	35,984	-20%	193,983	157,138	-19%
	3.5 to 5 tons	78	99	27%	32	89	82%	44	88	99%	63	61	-4%	217	337	55%
	5+ tons	18,336	16,022	-13%	21,054	20,815	-1%	20,577	21,014	2%	19,730	19,109	-3%	79,697	76,960	-3%
	Extra axle	7,140	8,595	20%	10,310	10,461	1%	11,435	10,413	-9%	8,059	10,279	28%	36,944	39,747	8%
	Truck-total	74,104	57,509	-22%	78,712	76,994	-2%	85,169	74,246	-13%	72,856	65,433	-10%	310,841	274,182	-12%
Toms River	2 axle,<3.5 tons	23,804	22,850	-4%	16,282	34,453	98%	31,386	45,330	44%	28,115	32,560	16%	99,587	135,193	36%
	3.5 to 5 tons	9,451	9,269	-2%	10,070	10,665	6%	13,586	11,037	-19%	13,926	11,478	-18%	47,032	42,449	-10%
	5+ tons	60,719	62,188	2%	77,901	87,164	12%	72,316	89,573	24%	64,613	83,284	29%	275,550	322,210	17%
	Extra axle	49,585	40,581	-18%	67,189	60,409	-10%	62,202	60,773	-2%	55,909	57,516	3%	234,885	219,279	-7%
	Truck-total	143,559	134,888	-6%	171,442	192,691	12%	179,490	206,713	15%	162,563	184,838	14%	657,054	719,130	9%
Lacey	2 axle,<3.5 tons	18,816	6,400	-66%	18,473	10,704	-42%	12,441	8,102	-35%	13,837	9,354	-32%	63,566	34,560	-46%
	3.5 to 5 tons	30	19	-35%	14	30	119%	5	26	378%	25	31	24%	75	107	44%
	5+ tons	13,903	8,904	-36%	16,505	15,677	-5%	15,998	14,610	-9%	11,575	14,812	28%	57,981	54,003	-7%
	Extra axle	9,692	6,305	-35%	15,750	11,706	-26%	15,868	10,842	-32%	12,323	10,969	-11%	53,633	39,822	-26%
	Truck-total	42,441	21,628	-49%	50,742	38,118	-25%	44,312	33,580	-24%	37,760	35,166	-7%	175,255	128,492	-27%
Barnegat	2 axle,<3.5 tons	17,369	19,277	11%	19,211	25,404	32%	22,077	25,819	17%	24,754	26,604	7%	83,412	97,104	16%
	3.5 to 5 tons	108	592	48%	59	609	937%	163	618	278%	628	599	-5%	958	2,418	152%
	5+ tons	60,970	63,602	4%	74,136	94,635	28%	74,180	91,524	23%	65,410	84,688	29%	274,695	334,449	22%
	Extra axle	37,864	32,291	-15%	47,712	51,224	7%	47,630	49,667	4%	40,802	45,152	11%	174,008	178,335	2%
	Truck-total	116,311	115,762	-0%	141,118	171,872	22%	144,051	167,628	16%	131,594	157,044	19%	533,074	612,306	15%
Berkeley **	2 axle,<3.5 tons	0	0	0	0	43	100%	0	676	100%	0	1,185	100%	0	1,904	0
	3.5 to 5 tons	0	0	0	0	0	100%	0	335	100%	0	685	100%	0	1,020	0
	5+ tons	0	0	0	0	58	100%	0	1,538	100%	0	2,484	100%	0	4,080	0
	Extra axle	0	0	0	0	10	100%	0	387	100%	0	638	100%	0	1,035	0
	Truck-total	0	0	0	0	111	100%	0	2,936	100%	0	4,993	100%	0	8,040	0
New Gretna	2 axle,<3.5 tons	8,203	8,345	2%	10,829	8,897	-18%	18,293	9,156	-50%	15,003	9,032	-40%	52,328	35,430	-32%
	3.5 to 5 tons	80	84	5%	93	95	2%	194	93	-52%	121	107	-12%	488	378	-23%
	5+ tons	38,726	45,360	17%	46,470	58,316	25%	42,983	54,525	27%	40,030	50,342	26%	168,209	208,542	24%
	Extra axle	26,411	26,206	-1%	31,011	35,402	14%	27,752	35,356	27%	24,132	31,849	32%	109,307	128,813	18%
	Truck-total	73,420	79,994	9%	88,403	102,710	16%	89,223	99,130	11%	79,286	91,330	15%	330,332	373,164	13%
Somers Point	2 axle,<3.5 tons	4,609	4,205	-9%	6,251	8,789	41%	8,365	8,613	3%	6,068	7,309	20%	25,293	28,917	14%
	3.5 to 5 tons	25	9	-64%	22	16	-29%	21	15	-29%	35	17	-51%	103	57	-45%
	5+ tons	5,717	3,521	-38%	9,051	7,065	-22%	8,169	7,014	-14%	6,272	5,905	-6%	29,209	23,504	-20%
	Extra axle	2,106	961	-54%	3,000	1,883	-37%	2,429	1,860	-23%	1,959	1,572	-20%	9,494	6,276	-34%
	Truck-total	12,457	8,696	-30%	18,324	17,753	-3%	18,984	17,502	-8%	14,334	14,803	3%	64,099	58,754	-8%
Great Egg	2 axle,<3.5 tons	23,912	27,205	14%	30,372	48,959	61%	32,484	46,227	42%	29,511	39,019	32%	116,278	161,410	39%
	3.5 to 5 tons	149	132	-11%	248	246	-1%	293	300	2%	113	286	153%	803	965	20%
	5+ tons	38,786	35,555	-8%	59,107	61,256	4%	53,519	61,498	15%	43,749	51,137	17%	195,161	209,446	7%
	Extra axle	30,318	18,245	-40%	36,289	33,351	-8%	28,819	33,512	16%	26,889	27,714	3%	122,315	112,822	-8%
	Truck-total	93,165	81,138	-13%	126,016	143,812	14%	115,115	141,537	23%	100,261	118,156	18%	434,557	484,643	12%
Cape May	2 axle,<3.5 tons	15,527	13,625	-12%	25,021	20,856	-17%	31,038	27,808	-10%	15,024	22,230	48%	86,610	84,519	-2%
	3.5 to 5 tons	206	529	157%	531	958	80%	1,017	800	-21%	615	516	-16%	2,369	2,803	18%
	5+ tons	31,561	33,003	5%	47,185	59,204	25%	44,704	60,656	36%	39,113	49,583	27%	162,563	202,447	25%
	Extra axle	14,830	10,202	-31%	17,011	18,212	7%	12,404	18,379	48%	14,467	15,497	7%	58,712	62,291	6%
	Truck-total	62,124	57,360	-8%	89,748	99,230	11%	89,163	107,643	21%	69,219	87,827	27%	310,254	352,060	13%
Wildwood	2 axle,<3.5 tons	603	0	-100%	984	0	-100%	987	0	-100%	765	0	-100%	3,339	0	-100%
	3.5 to 5 tons	201	256	27%	328	1,875	157%	329	615	87%	255	472	85%	1,113	3,218	189%
	5+ tons	804	1,284	60%	1,312	9,409	89%	1,316	3,070	133%	1,020	2,366	132%	4,452	16,130	262%
	Extra axle	402	385	-4%	656	2,822	90%	658	920	40%	510	709	39%	2,226	4,836	117%
	Truck-total	2,010	1,925	-4%	3,280	14,107	190%	3,289	4,605	40%	2,551	3,547	39%	11,130	24,184	117%
Total	2 axle,<3.5 tons	296,255	245,566	-17%	314,260	347,671	11%	347,548	358,993	3%	299,959	309,001	3%	1,258,022	1,261,230	0%
	3.5 to 5 tons	17,737	14,199	-20%	18,300	18,794	3%	22,142	18,183	-18%	19,214	18,631	-3%	77,394	69,807	-10%
	5+ tons	342,581	337,750	-1%	443,415	508,352	15%	421,902	495,334	17%	377,783	453,842	20%	1,585,682	1,795,278	13%
	Extra axle	202,305	167,466	-17%	263,118	258,300	-2%	243,887	254,264	4%	214,627	235,530	10%	923,937	915,560	-1%
	Truck-total	858,878	764,981	-11%	1,039,094	1,133,117	9%	1,035,479	1,126,774	9%	911,583	1,017,004	12%	3,845,034	4,041,876	5%

Note: E-ZPass traffic data were collected with not break-down by truck category, and therefore have been distributed proportionally and added to non-E-ZPass truck trip ** Brick and Berkeley Plazas were not opened before 2003
* Trucks weighing 3.5 tons or less with 2 axles are included in volume table. All data include north and south direction traffic. Lakewood plaza closed in October 2003.

TABLE 20 A
COMPARISON OF QUARTERLY NEW JERSEY TURNPIKE AUTHORITY TRUCK TOLL VOLUME *
INTERCHANGE 7A-18
2002/2003

	VEHICLE	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
TOLL FACILITIES	CLASS(axle)	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Interchanges# 7A - 8	2	1,405,058	1,477,761	5.2%	1,535,139	1,638,540	6.7%	1,531,425	1,668,591	9.0%	1,527,705	1,623,725	6.3%	5,999,327	6,408,617	6.8%
through 16W - 18W	3	596,883	637,206	6.8%	665,942	666,951	0.2%	685,758	681,785	-0.6%	659,773	656,181	-0.5%	2,608,356	2,642,123	1.3%
(Westbound) &17-Rt. 46	4	490,078	490,554	0.1%	545,163	526,847	-3.4%	555,161	542,963	-2.2%	522,235	526,902	0.9%	2,112,637	2,087,266	-1.2%
(Eastbound)	5	2,836,750	2,873,914	1.3%	3,088,486	3,071,574	-0.5%	3,117,041	3,124,098	0.2%	3,048,216	3,080,146	1.0%	12,090,493	12,149,732	0.5%
	6	42,266	42,686	1.0%	47,262	45,266	-4.2%	47,650	45,099	-5.4%	46,286	47,242	2.1%	183,464	180,293	-1.7%
	Truck total	5,371,035	5,522,121	2.8%	5,881,992	5,949,178	1.1%	5,937,035	6,062,536	2.1%	5,804,215	5,934,196	2.2%	22,994,277	23,468,031	2.1%

Interchanges 7A to 8 through 16W to 18 account for an estimated 80% of the commercial vehicles that use the New Jersey Turnpike.

* Two-way traffic volume

TABLE 20 B
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME ON NASSAU COUNTY BRIDGE AUTHORITY *
2002/2003

	VEHICLE	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
TOLL FACILITIES	CLASS(axle)	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change	2002	2003	% change
Atlantic Beach Bridge	Class 4, 2-axle truck-car	8,289	6,867	-20.7%	8,931	9,557	6.6%	8,024	8,474	5.3%	7,511	6,274	-19.7%	32,755	31,172	-5.1%
	Class 6, 2-axle truck	9,061	9,701	6.6%	11,089	13,280	16.5%	11,554	13,752	16.0%	11,035	10,967	-0.6%	42,739	47,700	10.4%
	Class #1:3-Axle Truck	2,039	2,113	3.5%	2,999	3,300	9.1%	2,338	2,870	18.5%	2,550	2,796	8.8%	9,926	11,079	10.4%
	Truck total	**19,389**	**18,681**	-3.8%	**23,019**	**26,137**	11.9%	**21,916**	**25,096**	12.7%	**21,096**	**20,037**	-5.3%	**85,420**	**89,951**	5.0%

* Two-way traffic volume

** Two-axle truck/car

TABLE 21
ANNUAL COMMERCIAL VEHICLE REGISTRATIONS IN THE NYMTC REGION AND METROPOLITAN AREA*
1983 to 2003

Counties	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Bronx	10,099	9,914	10,138	10,265	10,552	10,834	10,529	10,617	9,553	6,784	6,459	6,490	6,418	6,345	8,026	8,221	8,785	9,393	9,340	8,740	8,021
Kings	26,455	26,533	27,256	27,481	28,161	29,129	30,026	30,874	27,628	20,322	19,974	19,865	19,849	14,900	18,343	18,255	19,037	19,842	19,163	18,697	17,373
New York	19,439	20,226	21,115	19,781	19,310	18,583	19,021	18,768	16,462	11,301	10,756	10,380	10,138	10,365	13,385	13,272	13,918	14,263	13,655	12,884	11,638
Queens	29,558	30,401	32,235	34,082	35,740	36,713	37,257	38,315	33,682	24,462	23,657	23,592	23,559	23,680	29,735	30,525	31,726	32,860	33,017	32,515	30,188
Richmond	5,141	5,137	5,308	5,602	5,612	5,613	5,701	5,734	5,157	3,712	3,658	3,772	3,697	3,826	4,952	5,100	5,357	5,559	5,867	5,983	5,535
New York City	90,692	92,211	96,052	97,211	99,375	100,872	102,534	104,308	92,482	66,581	64,504	64,099	63,661	59,116	74,441	75,373	78,823	81,917	81,042	78,819	72,755
Dutchess	20,547	21,735	23,549	25,611	27,172	28,026	28,102	28,932	25,896	20,419	20,054	19,854	20,796	20,999	26,665	26,327	27,201	22,415	20,178	18,379	17,484
Nassau	43,173	42,391	44,619	45,413	46,179	46,180	46,004	46,201	43,056	36,865	37,539	37,541	37,402	34,982	34,343	34,137	34,859	32,560	31,536	31,506	29,668
Orange	24,808	25,474	27,360	29,283	31,331	33,034	34,174	35,804	31,292	23,918	23,725	23,885	24,193	24,902	32,144	32,901	34,446	30,767	27,563	25,665	24,310
Putnam	5,185	5,348	5,676	5,974	6,082	6,220	6,328	6,446	5,913	4,566	4,516	4,579	4,589	4,816	6,372	6,581	6,808	5,860	5,429	5,281	4,989
Rockland	8,504	8,699	9,111	9,360	9,537	10,428	10,658	11,091	10,082	7,322	7,108	7,177	7,164	7,468	10,323	10,513	11,021	9,312	8,693	8,242	7,781
Suffolk	82,933	87,061	93,041	99,475	104,430	107,985	109,197	112,438	100,623	89,484	91,816	92,778	92,527	93,168	93,664	95,126	98,088	87,158	82,077	80,105	74,792
Westchester	30,542	42,382	46,537	47,937	48,933	52,658	51,839	53,140	45,577	25,284	25,409	26,111	26,579	26,260	26,277	26,644	27,146	26,036	25,968	24,593	23,174
New York Suburbs	215,692	233,090	249,893	263,053	273,664	284,531	286,302	294,052	262,439	207,858	210,167	211,925	213,250	212,595	229,788	232,229	239,569	214,108	201,444	193,771	182,198
Downstate NY	306,384	325,301	345,945	360,264	373,039	385,403	388,836	398,360	354,921	274,439	274,671	276,024	276,911	271,711	304,229	307,602	318,392	296,025	282,486	272,590	254,953
Bergen	55,786	59,961	67,759	72,101	76,129	85,016	92,295	97,607	99,590	101,826	109,911	116,658	123,404	130,151	138,468	142,785	151,362	159,341	169,594	207,760	222,864
Essex	44,093	45,366	50,054	53,113	57,183	59,794	63,804	67,353	67,739	68,846	74,928	78,710	82,491	86,273	90,925	96,927	101,368	108,692	119,225	133,322	142,043
Hudson	27,934	30,567	32,730	34,069	36,445	39,973	42,228	44,280	44,174	43,346	47,178	49,010	50,843	52,675	58,592	63,389	67,810	71,592	79,004	80,341	85,877
Hunterdon	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	33,645	36,103	36,422	39,407	42,432	44,269	47,383	50,903
Mercer	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	59,951	63,166	64,641	67,932	75,420	80,220	85,712	91,605
Middlesex	50,260	56,764	63,121	69,839	73,509	80,841	87,276	92,214	93,539	96,371	106,247	113,335	120,423	127,511	133,697	138,052	146,826	155,671	168,359	174,800	188,715
Monmouth	43,361	48,156	53,781	60,454	65,212	72,536	83,686	88,747	89,773	89,013	93,218	98,618	104,017	109,417	117,550	119,516	128,371	138,032	147,852	175,234	190,724
Morris	39,315	43,455	49,677	54,321	57,127	62,416	67,641	72,392	72,696	75,596	81,505	90,113	98,721	107,329	117,524	128,466	142,879	158,653	167,175	149,365	159,899
Ocean	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	86,856	94,179	98,347	107,422	117,518	125,997	149,482	165,445
Passaic	32,592	35,644	39,319	45,070	47,452	52,312	56,691	59,770	60,394	56,239	60,285	63,352	66,419	69,486	74,178	76,639	83,083	89,160	97,021	111,287	121,142
Somerset	17,541	19,889	22,093	24,663	26,431	29,157	32,260	34,955	36,213	43,034	47,751	51,332	54,912	58,493	61,479	64,426	70,118	76,072	80,809	87,150	92,888
Sussex	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	35,962	38,740	39,910	42,872	45,419	48,072	56,048	60,408
Union	39,343	42,143	45,919	49,175	51,888	56,912	61,437	65,411	66,313	59,083	64,471	68,559	72,646	76,734	83,679	88,403	94,823	99,555	107,755	117,144	126,548
Warren	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	25,729	26,835	27,325	29,378	31,749	33,365	35,782	39,388
New Jersey	350,225	381,945	424,453	462,805	491,376	538,957	587,318	622,729	630,431	633,354	685,494	729,686	773,877	1,060,212	1,135,115	1,185,248	1,273,651	1,369,306	1,468,717	1,610,810	1,738,449
Central Naugatuck	16,996	18,420	19,663	22,956	24,876	27,174	27,817	27,954	27,361	27,166	27,188	27,562	27,879	28,189	28,888	29,335	SEE NOTE)				
Greater Bridgeport	15,190	15,843	16,693	19,442	20,435	21,653	21,828	21,678	21,027	20,904	20,658	20,605	20,892	20,988	21,373	21,785					
Housatonic Valley	14,005	15,054	16,137	18,911	20,254	21,418	21,666	21,588	20,917	20,925	20,820	21,417	21,817	21,880	22,338	22,879					
South Central	35,081	37,629	39,670	46,089	49,036	52,296	53,217	52,457	50,570	50,004	49,238	49,795	50,997	51,585	52,527	53,450					
South Western	17,494	18,805	19,587	22,755	23,714	24,415	24,424	24,149	23,454	23,094	22,895	23,148	23,645	23,919	24,526	25,139					
Valley	5,129	5,624	5,960	7,131	7,781	8,344	8,540	8,597	8,584	8,674	8,726	8,887	9,088	9,373	9,616	9,930					
Fairfield County **																	73,094	74,968	77,194	79,324	81,858
Litchfield County **																	32,582	33,694	34,704	35,568	36,493
New Haven County **																	83,933	85,820	87,777	89,592	91,421
Connecticut	103,895	111,375	117,710	137,284	146,096	155,300	157,492	156,423	151,913	150,767	149,525	151,414	154,318	155,934	159,268	162,518	189,609	194,482	199,675	204,484	209,772
Tri-State Region	760,504	818,621	888,108	960,353	1,010,511	1,079,660	1,133,646	1,177,512	1,137,265	1,058,560	1,109,690	1,157,124	1,205,106	1,245,714	1,339,589	1,388,723	1,781,652	1,859,813	1,950,878	2,087,884	2,203,174

Source: New York State and Connecticut Departments of Motor Vehicles; R.L. Polk Co. (for New Jersey).

** NOTE: From the year 1999, vehicle registration data in Connecticut are collected by county (previously by planning region)

- Starting from the July 1991-June 1992 period, R.L. Polk began its new system of using a national vehicle registration data

- In New Jersey , data for 1994 and 1995 are interpolated.

-The data for New York State reflect the number of active registrations which eliminates multiple counting of vehicles.

- NY State and CT data from Jan 1985 to Dec 1998 and NJ data from July 1985 to June 1998 include buses

- It is assumed that the R.L. Polk data is over-reported.

- In New Jersey , bus registrations are included in the commercial category.

-The data for New York State does not include vehicles exempt from state tax.

EXHIBIT C

History of Truck Toll Rates on Selected NY-NJ Tunnels & Bridges

Agency: Port Authority of New York & New Jersey

Facilities: George Washington, Bayonne & Goethal Bridges, Lincoln & Holland Tunnels and Outbridge Cross.

Date & Tolls:				
Pre 1964	Two axle: $0.75	Three axle: $1.00	Four axle: $1.50	
12/64	Two axle: $0.75	Three axle: $1.00	Four axle: $1.50	Five/Six axle: $2.00
8/70*	Two axle: $1.50 double toll	Three axle: $2.00	Extra axle: $1.00 each	Extra axle: $1.00 each additional up to $4.00 max.
5/75	Two axle: $2.25 double toll	Three axle: $3.00	Extra axle: $1.50 each	Extra axle: $1.50 each additional up to $6.00 max.
1/84	Two axle: $3.00 double toll	Extra axles: $1.50 each additional		
4/87	Two axle: $6.00 double toll	Extra axles: $3.00 each additional		
4/91	Two axle: $6.00 double toll	Extra axles: $4.00 each additional		
3/2001	Two axle: $6.00 double toll	Extra axles: $6.00 for cash payment, E-ZPass: flexible pricing depend of time of day, see report		

E-ZPass discount and time of day incentive applicable.

* One way collection effective

Agency: Metropolitan Transportation Authority - Bridges & Tunnels

Facilities: Triborough, Throgs Neck, Bronx-Whitestone, Verrazano Narrow Bridges, Henry Hudson, Marine Parkway Memorial, and Cross Bay Bridges, Queens-Midtown and Brooklyn Battery Tunnels

Date & Tolls:		
1961	Two axle: $0.25/$0.40/$0.60 (BBT $0.35/$0.50/$0.75) each way	Extra axles: $0.35 each additional
2/69	Two axle: $0.40/$0.60 (BBT $0.50/$0.75) & (VNB $075/$1.00) each way	Extra axles: $0.35/0.50 each additional
1/72	Two axle: $1.00 (VNB $1.50) each way	Extra axles: $0.50 each additional (VNB $0.75)
9/75^	Two axle: $1.50 (VNB $2.00) each way	Extra axles: $0.75 (VNB $1.00) each additional
5/80	Two axle: $2.00	Extra axles: $1.00 each additional
4/82	Two axle: $2.50	Extra axles: $1.25 each additional
1/84	Two axle: $3.00	Extra axles: $1.50 each additional
1/86	Two axle: $4.00	Extra axles: $2.00 each additional
3/87	Verrazano Narrow Bridge:	Double toll collected one way
7/89	Two axle: $5.00* each way (VNB $4.00)	Extra axles: $2.00 each additional
1/93	Two axle: $6.00 each way (VNB $5.00)	Extra axles: $2.50 additional for vehicle over seven axles
3/96***	Major facilities: Two axles: $7.00 each way (VNB $6.00)	Extra axles: $4.00 each additional (VNB $3.50)
	Minor facilities: (Henry Hudson Br., Marine Pkwy Mem. and Cross Bay Br.): Two axle: $3.50 each way	$2.00 for each additional axle
05/18/2003	Triboro, Bx-Whitestone, Throgs Neck, Brooklyn-Battery and Queens Midtown Tunnels: Two axles: $8.00 each way (VNB $16.00 roundtrip)	
	For 3-axle to 7-axle trucks: from $13.00 to $31.00. Additional axle: $5.00 ($10 for VNB). Discount for E-ZPass.	
	Minor facilities: (Henry Hudson ^, Marine Pkwy Mem. and Cross Bay Br.): Two axle: $4.00 each way**	Extra axles: $3.00 for additional

^Amended, effective 3/76

*** electronic toll collection effective

* 3, 4 & 5 axle trucks cost $8.00, $10.00, $13.00, respectively

** For 3-axle to 7-axle truck: from $6.00 to $15.00. E-ZPass discount

^ For HHB toll is: cash $2.00, E-ZPass $1.50. Commercial vehicles prohibited (except construction).

Agency: New York State Thruway Authority

Facilities: Tappan Zee Bridge (round trip toll effective 8/70)

Date & Tolls: Round trip toll collected southbound only.

1959	Class 2 (2 axle truck): $0.75	3 axles and over - from $0.05 to $0.30 additional
1970	Class 1 (2 axle truck): $1.00	3 axles and over - additional
2/76	Class 2 (2 axle truck): $2.25	3 axles and over - from $0.75 to $3.75 additional
4/88	Class 2 (2 axle truck): $3.75	Classes 3 to 8: $5.00, $4.50, $10.00, $6.25, $7.50, & $5.50 respectively
7/97	Class 2 from $3.75 to $7.50 (cash, depending of time of day) through toll for Class 5: $10.00 to $20.00 and Class 8: $5.50 to $11.00	

E-ZPass customers with Class 2-8 vehicles are charged half of above rates, except during incentive pricing hours.

Facilities: New Rochelle Barrier (round trip toll effective 2/89)

Date & Tolls: Round trip toll collected eastbound only.

10/58	Class 2 (2 axle truck): $0.30	3 axles and over - from $0.25 to $0.75 additional
2/76	Class 2 (2 axle truck): $0.40	3 axles and over - from $0.15 to $0.65 additional
6/80	Class 1 (2 axle truck): $0.40	3 axles and over - additional
4/88	Class 2 (2 axle truck): $1.50	Class 4, 3, 7 & 5: $0.50 additional, Class 6, & 8: $2.50
7/97	Class 2 (2 axle truck): $1.50	Class 4, 5 & 7: $2.00, $3.50, $3.00 respectively, Class 3, 6, & 8: $2.50

Truck Toll Rates on Selected NY-NJ Tunnels & Bridges

Facilities	Yonkers Barrier	
Date & Tolls:		
1955	Class 2 (2 axle truck): $0.30	3 axles and over - from $0.05 to $0.30 additional
1959	Class 1 (2 axle truck): $0.25 round trip	3 axles and over - additional
2/76	Class 2 (2 axle truck): $0.40	3 axles and over - from $0.15 to $0.65 additional
6/80	Class 1 (2 axle truck): $0.40 round trip	3 axles and over - additional
4/88	Class 2 (2 axle truck): $0.75	Class 4, 3, 7 & 5: $0.25 additional, Class 6 & 8: $1.25
07/15/97	Class 2 (2 axle truck): $0.75	Class 4, 5 & 7: $1.00, $1.75, $1.50, respectively, class 3, 6 & 8: $1.25
Facilities	Spring Valley Barrier (tolls for trucks only)	
Date & Tolls:		
2'76	Class 2 (2 axle truck): $0.35	3 axles and over - from $0.15 to $0.60 additional
4/88	Class 2 (2 axle truck): $0.50 one way	Class 3,4 & 5: $0.25 additional, Class 6 & 7: $1.25, Class 8: $1.00
07/15/97	Class 2 (2 axle truck): $0.75	Class 3 & 8: $4.00, Class 4 to 7: $3.00, $6.00, $5.00 & $5.00 respectively
	Round trip toll collected northbound only. E-ZPass and incentive pricing hours discount.	
Facilities	Harriman Barrier	
Date & Tolls:		
1974	Class 1 (2 axle truck): $0.30 one way	3 axles and over - additional
2/76	Class 2 (2 axle truck): $0.45 round trip	3 axles and over - from $0.25 to $0.90 additional
6/80	Class 1 (2 axle truck): $0.50 round trip	3 axles and over - additional
4/88	Class 2 (2 axle truck): $0.75 one way	Class 4, 3, 6, 7 & 5: $0.50 additional, Class 8: $1.25
07/15/97	Class 2 (2 axle truck): $0.75	Class 3 & 8: $1.25, Class 4 to 7: $1.00, $2.00, $1.50 and $1.75 respectively

Agency — New York State Bridge Authority

Facilities	Rip Van Winkle, Kingston-Rhinecliff, Mid-Hudson, Newburgh-Beacon and Bear Mountain Bridges	
Date & Tolls:		
1945	$0.25 each way	$0.25 per additional axle
1970	$0.50 round trip	$1.00 for vehicles with 2 axles and more than four (4) tires
7/89	Two axle (more than 4 tires): $1.50 round trip	Three axle: $3.00 round trip, Extra axles: $1.00 each additional
2/2000	Class 2 (2-axle truck): $2.50 one way	Class 3,4,5 & 6: $4.50, $6.00, $7.50 & $9.00 respectively.

Agency — New Jersey Turnpike Authority

Facilities	Exit Ramps 1 to 18	Note: for this report only ramps from exit 7A through 18 are considered.
Date & Tolls:		
1951	Range from $0.15 to $1.75 for Class 1 (2 axles) vehicles	
1975	Range from $0.20 to $2.25 for Class 1 (2 axles) vehicles	
1980	Range between $0.25 to $2.70 for Class 1 (2 axles) vehicles and $0.85 to $10.40 for Class 6 (6 axle) vehicles, each way	
1991	Range between $0.45 to $4.60 for Class 2 (2 axle trucks) vehicles and $1.70 to $20.80 for Class 6 (6 axle) vehicles, each way	
9/2000	Depending of exit, toll ranges from $0.90 to $11.75 for Class 2 trucks, up to $1.90 to $23.50 for Class 6 trucks. Discount for E-ZPass.	
01/01/2003	Cash: Depending of exit, toll ranges from $1.00 to $13.30 for Class 2 trucks, up to from $2.15 to $26.55 for Class 6 trucks. Discount for E-ZPass.	

Agency — New Jersey Highway Authority (Garden State Parkway)

Facilities	Note: The GSP is now operated by the New Jersey Turnpike Authority. Trucks are prohibited north of toll plaza in Asbury Park. There are 12 Mainline Toll Plazas on GSP: Pascack Valley, Bergen,Essex, Union, Raritan N&S, Asbury Park, Toms River, Barnegat, New Gretna, Great Egg and Cape May. Additionally, there are 22 Toll Barriers or Ramps: Paramus, Saddle Brook, Clifton, Passaic, Watchung, Bloomfield, East Orange, Irvington, Union, Matawan, Keyport-Hazlet, Holmdel, Red Bank, Eatontown, Belmar-Wall, Lakewood, Brick, Lakehurst, Lacey, Berkeley, Somers Point, and Wildwood.	
Date & Tolls:		
1954, 1956	Original Barrier Toll: $0.25	Ramp Tolls: $0.10/$0.15
5/88	$0.25 for ramp tolls	Trucks: $0.25 per axle
4/89	$0.35 barrier tolls	Trucks: $0.35 per axle
2003	Main Toll Plazas: Truck toll depends of number of axles, from $0.70 for 2-axle trucks through $2.40 for 6-axle trucks. Discount for E-ZPass.	
	Barriers or Ramps: Truck toll from $0.50 through $1.50, except Somers Point where toll is from $0.70 to $2.10, depending of number of axles.	

Agency — Nassau County Bridge Authority

Facilities	Atlantic Beach Bridge		
Date & Tolls:			
1995&1996	2 axle truck/car: $0.75 cash toll	2axle truck: $1.50 for cash tolls	3-axle trucks: $2.25 cash tolls
1997	2 axle truck/car: $1.25 cash toll	2axle truck: $2.50 for cash tolls	3-axle trucks: $3.75 cash tolls

Exhibit C continued

E-ZPass Opening Dates

(As of 2002)

Operating Agency: Port Authority of New York & New Jersey

Facilities:*	George Washington Bridge	July 1997
	Lincoln Tunnel	October 1997
	Holland Tunnel	October 1997
	Bayonne Bridge	June 1997
	Goethal Bridge	July 1997
	Outbridge Crossing	July 1997

Operating Agency: Metropolitan Transportation Agency - Bridges & Tunnels

Facilities:**	Triborough Bridge	August 1996
	Bronx Whitestone Bridge	June 1996
	Brooklyn Battery Tunnel	December 1996
	Queens Midtown Tunnel	December 1996
	Throgs Neck Bridge	May 1996
	Verrazano Narrows Bridge	October 1995
	Henry Hudson Bridge	July 1996
	Marine Parkway Memorial Bridge	March 1996
	Cross Bay Bridge	March 1996

Operating Agency: New York State Thruway Authority

Facilities:	New Rochelle Barrier	November 1995
	Yonkers Barrier	February 1994
	Tappan Zee Bridge***	August 1993
	Spring Valley Barrier***	August 1993
	Harriman Barrier	June 1994

Operating Agency: New York State Bridge Authority

Facilities:	Rip Van Winkle Bridge	July 1998
	Kingston Rhinecliff Bridge	September 1998
	Mid Hudson Bridge	November 1998
	Newburgh Beacon Bridge	February 1998
	Bear Mountain Bridge	May 1998

Operating Agency: New Jersey Turnpike Authority

Facilities:	Toll Barriers	October 2000

Operating Agency: New Jersey Highway Authority (Garden State Parkway)

Facilities:	All Toll Plazas	July 2000

Operating Agency: Nassau County Bridge Authority

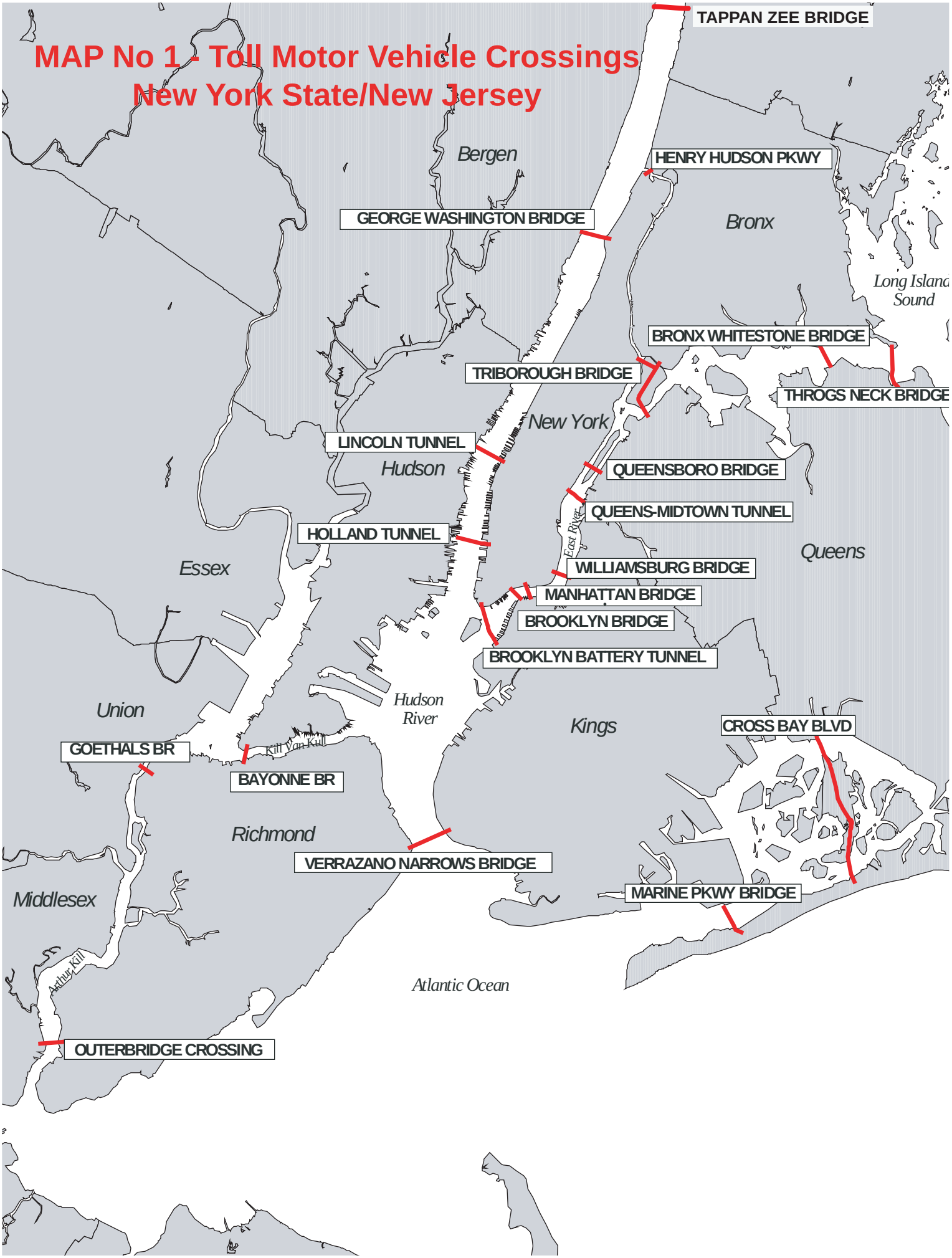
Facilities:	Atlantic Beach Bridge	Not installed

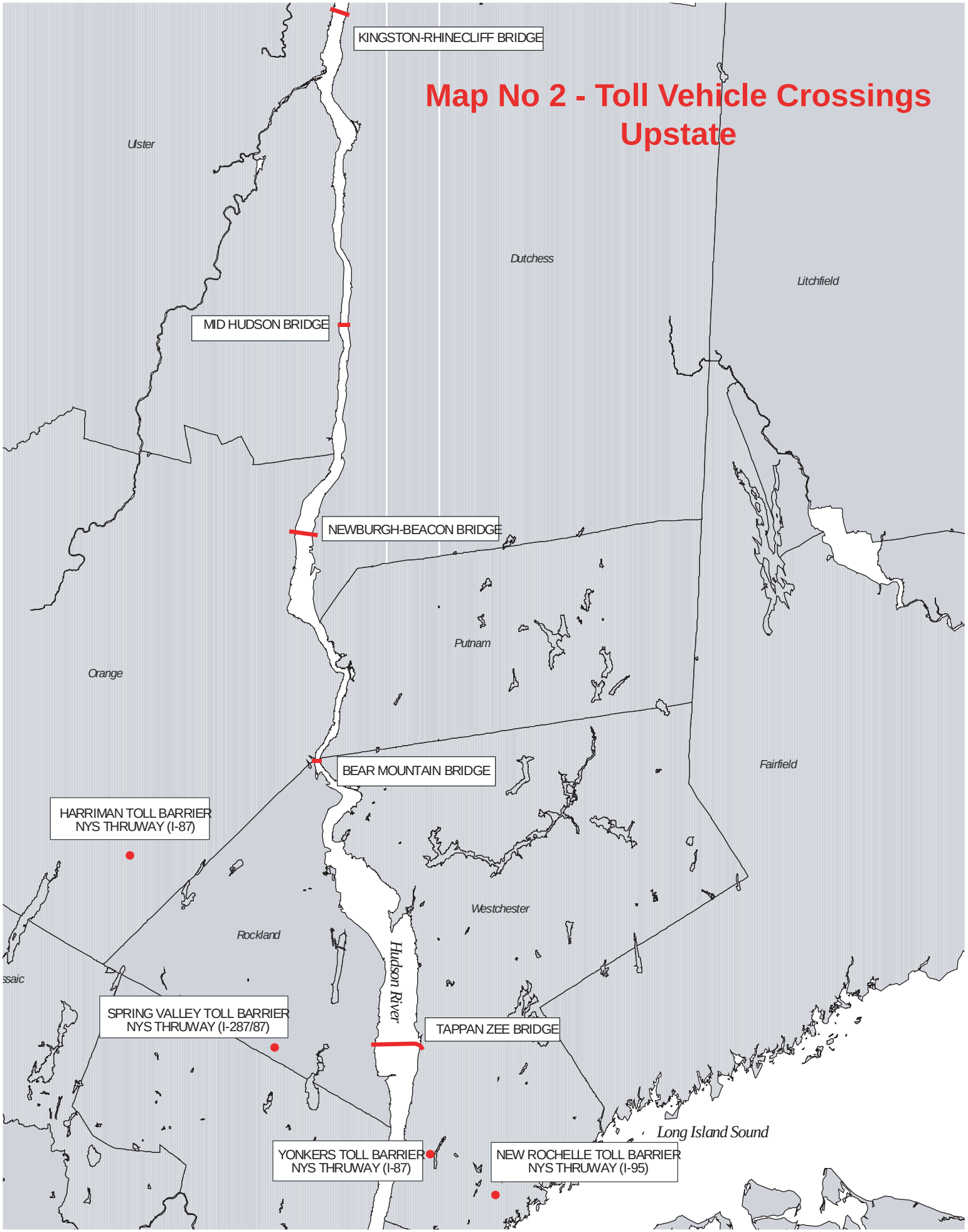
* A 10% discount is given when E-ZPass account is established. Flexible time toll established from 2001.

** Vehicles weighing 7,000 lbs & over receive a 20% E-ZPass discount at MTA facilities; under 7,000 lbs a 0.50c discount

*** Truckers pay increased tolls at selected peak intervals

EXHIBIT D


MAP No 1 - Toll Motor Vehicle Crossings
New York State/New Jersey
TAPPAN ZEE BRIDGE
HENRY HUDSON PKWY
GEORGE WASHINGTON BRIDGE
BRONX WHITESTONE BRIDGE
TRIBOROUGH BRIDGE
THROGS NECK BRIDGE
LINCOLN TUNNEL
QUEENSBORO BRIDGE
QUEENS-MIDTOWN TUNNEL
HOLLAND TUNNEL
WILLIAMSBURG BRIDGE
MANHATTAN BRIDGE
BROOKLYN BRIDGE
BROOKLYN BATTERY TUNNEL
CROSS BAY BLVD
GOETHALS BR
BAYONNE BR
VERRAZANO NARROWS BRIDGE
MARINE PKWY BRIDGE
OUTERBRIDGE CROSSING
Bergen
Bronx
Long Island Sound
New York
Hudson
Essex
Queens
Union
Hudson River
Kings
Richmond
Middlesex
Kill Van Kull
Arthur Kill
East River
Atlantic Ocean


Map No 2 - Toll Vehicle Crossings
Upstate
KINGSTON-RHINECLIFF BRIDGE
MID HUDSON BRIDGE
NEWBURGH-BEACON BRIDGE
BEAR MOUNTAIN BRIDGE
HARRIMAN TOLL BARRIER
NYS THRUWAY (I-87)
SPRING VALLEY TOLL BARRIER
NYS THRUWAY (I-287/87)
TAPPAN ZEE BRIDGE
YONKERS TOLL BARRIER
NYS THRUWAY (I-87)
NEW ROCHELLE TOLL BARRIER
NYS THRUWAY (I-95)
Ulster
Dutchess
Litchfield
Putnam
Orange
Fairfield
Westchester
Rockland
Hudson River
Long Island Sound

Map No 3 - New Jersey State Toll Barriers