

TRUCK TOLL VOLUMES REPORT 2003-2004

February 2006



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This New York Metropolitan Transportation Council report was compiled and written by **Mary Hrabowska** of Cental Staff, under the supervision of **Leokadia Glogowski**, 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 views 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.

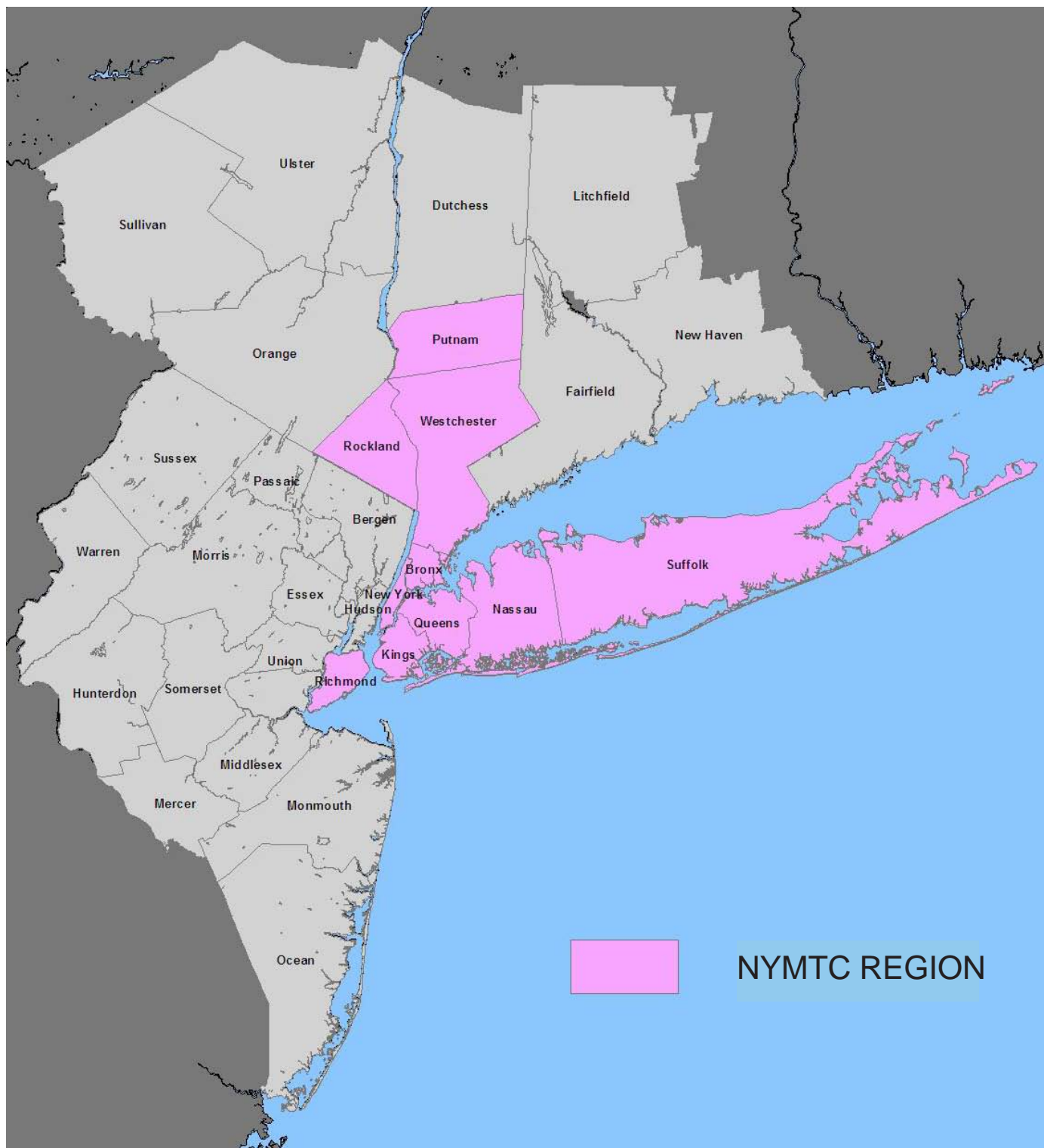
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NEW YORK - NEW JERSEY - CONNECTICUT METROPOLITAN AREA MAP



REPORT HIGHLIGHTS

TRUCK TOLL MAJOR RIVER CROSSINGS 2003-2004

	2003 Volume of truck trips	2004 Volume of truck trips	Travel Lanes*	Percent of change 04/03
1 George Washington Br. (PANYNJ): I-95	8,046,228	8,438,664	14	4.9%
2 Verrazano Narrow Br. (MTA B&T): I-278	4,225,158	3,939,554	12	-6.8%
3 Throgs Neck Br. (MTA B&T): I-278	4,056,961	4,303,092	6	6.1%
4 Newburgh-Beacon Br.(NYSBA): I-84	3,474,546	3,508,912	7	1.0%
5 Triborough Br. (MTA B&T): I-278	3,443,981	3,856,371	8	12.0%
6 Tappan Zee Br. (NYSTA): I-278	3,233,316	3,401,348	7	5.2%
7 Bronx-Whitestone Br. (MTA B&T): I-678	2,776,797	2,735,181	6	-1.5%
8 Goethals Br. (PANYNJ): I-278	2,375,540	2,441,866	4	2.8%
9 Lincoln Tun. (PANYNJ): I-495	1,970,344	2,282,270	6	15.8%
10 Queens-Midtown Tun. (MTA B&T): I-495	1,729,185	1,667,274	4	-3.6%
11 Outerbridge Crossing (PANYNJ): N-440	1,706,340	1,736,110	4	1.7%
12 Holland Tun. (PANYNJ): I-78 **	1,088,210	777,720	4	-28.5%
13 Brooklyn Battery Tun. (MTA B&T): I-478	663,146	649,979	4	-2.0%
14 Bayonne Br. (PANYNJ): NY-440	633,640	732,634	4	15.6%
15 Mid-Hudson Br. (NYSBA): US-44	473,846	494,128	5	4.3%
16 Rip Van Winkle Br. (NYSBA): NY-23	279,456	289,076	2	3.4%
17 Cross-Bay Boulevard Br. (MTA B&T)	277,183	287,861	6	3.9%
18 Kingston-Rhinecliff Br. (NYSBA): US-209	247,024	251,922	2	2.0%
19 Marine Parkway Br. (MTA B&T)	171,249	175,329	4	2.4%
20 Bear Mountain Br. (NYSBA): US-6	149,716	153,560	2	2.6%
21 Henry Hudson Br. (MTA B&T): NY-9A	111,408	104,235	7	-6.4%
22 Atlantic Beach Br. (NCBA)	89,951	72,986	5	-18.9%

Toll Barriers/Interchanges	2003 Volume	2004 Volume	Lanes	
1 NJ Turnpike Exit 7A-18	23,468,031	24,357,173	6-14 lanes~	3.8%
2 New Rochelle (NYSTA): I-95	5,299,700	5,916,730	3	11.6%
3 NJHA-Garden State Pkwy^	4,041,876	4,571,319	2-4 lanes~	13.1%
4 Spring Valley (NYSTA): I-87/287	2,795,814	3,037,832	3-4 lanes~	8.7%
5 Yonkers (NYSTA): I-87	2,241,339	2,262,334	2	0.9%
6 Harriman (NYSTA): I-87	1,454,591	1,536,093	2	5.6%

^ Includes trucks weighing 3.5 tons or less

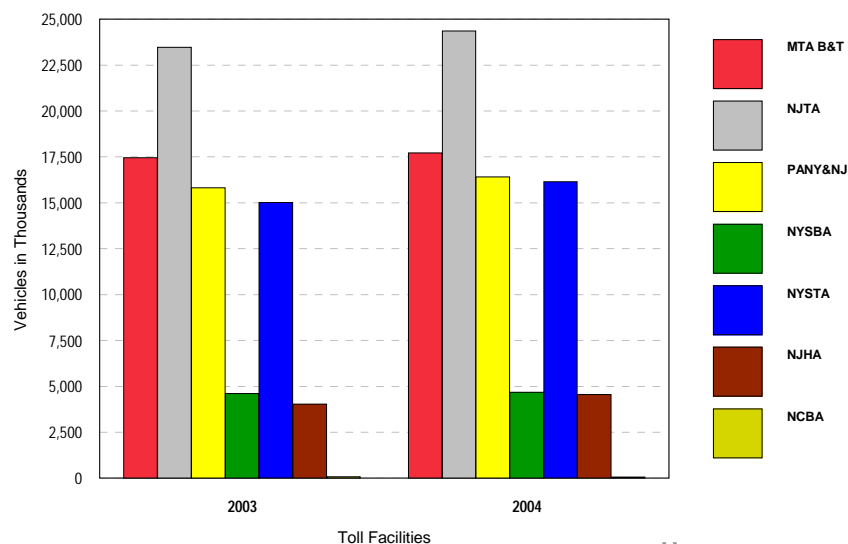
** Restrictions for commercial traffic in Holland Tunnel

* Travel lanes, not toll plaza lanes

~ Depending of highway system

Source: Operating Agency monthly records.

Toll Agency Annual Truck Volumes



Glossary

MTA - B&T	Metropolitan Transportation Authority - Bridges & Tunnels
NJTA	New Jersey Turnpike Authority
PANY&NJ	Port Authority of New York & New Jersey
NYS BA	New York State Bridge Authority
NYS TA	New York State Thruway Authority
NJ HA	New Jersey Highway Authority (Garden State Parkway)
NC BA	Nassau County Bridge Authority

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The New York Metropolitan Transportation Council (NYMTC) is an association of government agencies and transportation providers which serves as the federally-designated Metropolitan Planning Organization (MPO) for the New York metropolitan region. NYMTC provides a collaborative planning forum to address transportation-related issues from a regional perspective and plans and makes decisions on the use of federal transportation funds. NYMTC also collects and analyzes data related to freight movements 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 in the lower Hudson Valley. 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 truck traffic that passed through toll facilities within the region in 2004, and includes a comparison with 2003. It is produced to support the planning process of the New York Metropolitan Transportation Council and other interested agencies and organizations.

The Regional Transportation Plan (RTP) adopted by the Council in 2005 focuses on three major themes: to provide adequate mobility for people and freight by the year 2030; 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 costs and improve the region's reliability and safety of freight movement. The data presented is also used in part to measure the performance of the region towards achieving the **Mobility, Freight Transportation** and **Regional Decision Making** goals of the Regional Transportation Plan.

The information presented is derived from several operators who oversee and manage the major highway facilities in the region. These seven operating agencies that supply monthly vehicle reports to NYMTC showing truck volume by vehicle type 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).

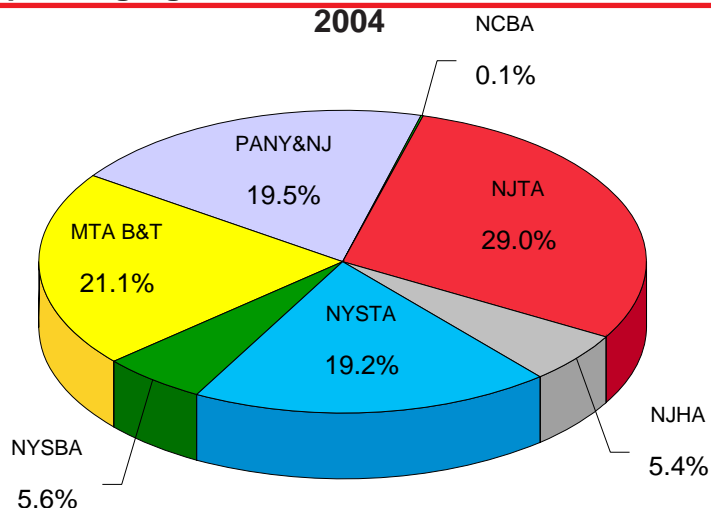
The comparative performance tables and graphical analyses presented in the report capture the most significant truck activity at major toll barriers/plazas during the 20 year period (1984-2004) under review. The data also portray the changes in truck travel that occurred over the last two years (2003-2004). 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: 2003-2004

This report presents an analysis of the movement of truck traffic over toll bridges and crossings in the downstate New York and northern New Jersey metropolitan area during the two-year interval of 2003 and 2004, and also includes some truck related data from southwestern Connecticut. The report is based on truck data supplied by agencies in the region entrusted with maintaining the region's toll barriers and includes characteristics such as: number of trips by operating agency (in case of one-way toll collection, the volume is doubled); identification of the 27 facilities managed by the respective authorities; types of trucks (two to eight-axle vehicles, and in case of NYSTA - by vehicle class) that use these facilities; toll rates levied for usage of the various facilities; and 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 that occurred as result of operational and security restrictions have remained the same over some routes and facilities, especially in New York City. On the whole, however, the extent of truck travel has risen consistently but unevenly in the region over the past 20 years. The period under review is no exception. The region's truck toll volume totaled 84 million vehicle trips in 2004 compared to 80.5 million in 2003. The 2003-2004 growth (over 4 percent) in truck trips overcame the 0.2 percent decrease in 2003, when the region's transportation still suffered from the consequences of the 2001 attack in New York. The only decrease of traffic volume in 2004 was listed on the Atlantic Beach Bridge (NCBA), and this was due to the change in the commercial vehicle toll category system, which now lists some categories of small trucks as passenger cars. The smallest increase (1.5 percent) was listed in the MTA B&T system, due mostly to a decrease of volume on the Verrazano Bridge.

Figure A
Operating Agencies Share of Truck Toll Volumes
2004



Source: Toll Agency data

The agencies that contributed most to regional increases in truck volume were PANY&NJ, NJHA, and NYSTA. All tables referred to in this section can be found in Attachment B.

The time series data for 1984 to 2004 included in Table 1 indicate that in 2004, as in the last 20 years, the New Jersey Turnpike Authority (NJTA) retained the highest volume of trucks, handling over 29 percent of the region's truck trips (3.8 percent increase or 0.9 million truck trips more than last year), followed by MTA B&T and the Port Authority of New York and New Jersey, with 21 and 20 percent, respectively (see Tables 1, 3A and 3B in Attachment B). The New York State Thruway Authority (NYSTA) facilities handled over 19 percent of all truck volumes in 2004, similar to counts over the past five years. The contribution of the New York State Bridge Authority (NYSBA), the Garden State Parkway (formerly managed by NJHA, now NJTA), 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 in Attachment B and Figure 1 in Attachment A.

- **River Crossings:** The 10 toll bridges and tunnels that span the Hudson River are listed in Table 4. These facilities carried a combined 23.5 million trips in 2004, 1.5 percent more than in 2003. The Lincoln Tunnel has the highest percentage increase in truck trips (15.8 percent) of these facilities in 2004 over 2003, followed by the Tappan Zee Bridge (5.2 percent). The George Washington Bridge (GWB) gained in 2004 about 5 percent or 0.4 million trips. The Holland Tunnel reported a decrease of 28 percent or 0.3 million truck trips (due to partial closure of the facility for trucks, for security reasons). Also, the Verrazano Narrows Bridge (VNB) lost 6.8 percent or 0.3 million truck trips. On the Mid-Hudson, Rip Van Winkle and Newburgh-Beacon (NBB) bridges' truck trips rose by 4.3 percent (20,000 trips), 3.4 percent (10,000 trips) and 1 percent (34,000 trips). The GWB, followed by the VNB and the NBB were the three most heavily traveled Hudson River facilities in both 2003 and 2004.



The year 2004 also saw a 4.3 percent increase from the previous year in truck trips traveling via the two tunnels and three bridges that span the East River, compared to the 1.2 percent increase from 2002-2003. Two of MTA-B&T's facilities, the Triborough Bridge and the Throgs Neck Bridge, contributed 61.7 percent of 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 northeastern states, and Canada (see Tables 5, 10A and 10B).

Truck traffic over the Arthur Kill and Kill Van Kull waterways between Staten Island and New Jersey increased from 4.7 million trucks to 4.9 million trucks, an increase of 4.1 percent between 2003 and 2004. The largest increase (1 million trips or 15.6 percent) was noted on the Bayonne Bridge, followed by an increase of 3 percent or 0.7 million trips on the Goethals Bridge.

Henry Hudson Bridge is closed to commercial vehicles, except for those transporting material for bridge-related improvements that are counted as truck traffic. As the construction activity on this Harlem River crossing continued, activity decreased by 6.4 percent from 2003, or by 7,000 trips (see Table 7).

On the South Shore's three bridges, there were higher levels of truck volumes in 2004 by 2.5 percent or 13,000 trips. The Cross Bay Bridge gained 3.9 percent and the Marine Parkway Bridge gained 2.4 percent. Atlantic Beach Bridge registered a decrease of 18 percent in truck trips, due to changes in truck categories (see Table 8).

- **Seasonal Travel:** For each successive three-month interval beginning January 2003/2004, Table 2A shows seasonal increase in trips of 5.6 percent, 4.3 percent, 3.3 percent and 4.1 percent, respectively in each quarter, in combined truck toll volume on all the toll facilities in the region. The table also shows that the number of truck trips for the second, third and fourth quarters hovered around 21 million in 2004, similar as in 2003. The exception was the first quarter, as truck trips lagged behind at 19 million in 2004 and 18 million in 2003.
- **Vehicle Classification:** Tables 2B and 2C compare each operating agencies' 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 (37 percent) and NJHA (32 percent), while at

the other end of the spectrum, five-axle trucks and larger dominated the truck traffic of the NYSBA (55 percent) and the NJTA (52 percent), during both 2004 and 2003. The toll facilities of the MTA-B&T had the highest number and percentage share of two-axle trucks (9.9 million trips), while the NJTA and PANY&NJ ranked next (6.7 and 6.1 million trips, respectively).

- **Tolls:** No toll increases went into effect during 2004. 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. Since 2001, in an effort to fight congestion, PANY&NJ has introduced flexible tolls depending on the time of day and if the trip is performed on a weekday or weekend.

Port Authority of New York & New Jersey (PANY&NJ)

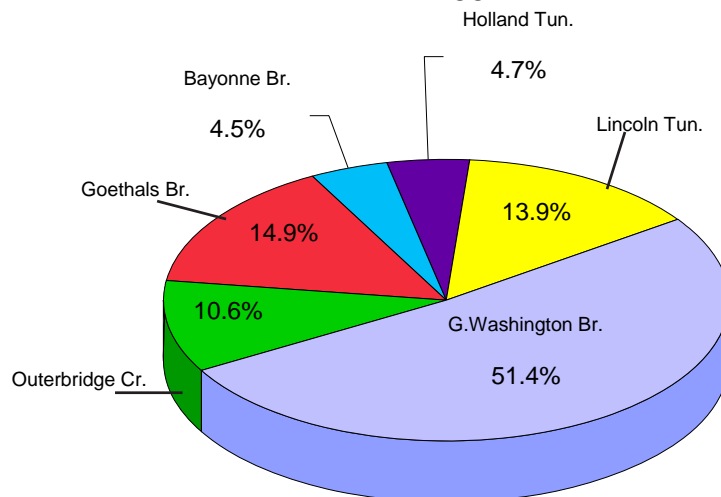
Facilities operated by PANY&NJ

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). Facilities operated by PANY&NJ account for 19.5 percent of all truck toll trips in the New York metropolitan area.

Truck trips data

Overall, during 2004 the six bridges and tunnels under the PANY&NJ's jurisdiction handled a total of 16.4 million truck trips, an increase of 3.7 percent or 589,000 trips from 2003. The highest increase in number of trucks trips was on the GWB (392,000 trips), but the biggest increase by percentage was in the Lincoln Tunnel (15.8 percent) and Bayonne Tunnel (15.6 percent). The only decrease from 2003 (of 28.5 percent) was listed in Holland Tunnel, where commercial traffic was prohibited as of August 2004, except for maintenance and emergency vehicles. Quarterly data shows that the highest increase (of 4.6 percent) was listed in the second quarter and the lowest increase (of 3.0 percent) was in the first quarter of the year (see Table 2A, 15 and Figure 2B).

Figure B
PANY&NJ Share of Truck Toll Volume by Facility
2004




Source: Toll Agency data

—The five-axle truck remained the most popular type of commercial vehicle on four of the Port Authority's six bridges, while the two-axle truck was the most popular type going through the Lincoln and Holland Tunnels. These two types of vehicles represent almost 80 percent of all trucks using the PANY&NJ facilities in both 2003 and 2004, with totals of 7 million and 6.1 million truck trips, respectively, for the 5 and 2 Class (see Figure 2C). Tractor trailers (four-axle trucks and over) increased by 5 percent in 2004 over 2003 (to 8.6 million trips, from 8.2 million in

2003), while smaller trucks (three-axle and under) increased by 2.3 percent over the same period, to 7.8 million truck trips (see Table 15 and Figure 2C).

George Washington Bridge (GWB):

- **Description of Facility:** The GWB was opened to traffic in 1931. This two-level suspension bridge crosses the Hudson River between upper Manhattan and Fort Lee, New Jersey, and forms part of Interstate Highway 1-95. It also provides connection to highways U.S.-1&9, U.S.-46, NJ-4, 1-80, 1-95, and Palisades Interstate Parkway. The length of this bridge totals 4,760 feet long and 119 feet wide, with a 90 foot wide roadway, plus 14 toll lanes of traffic on the upper and on lower levels. Seven lanes lead to Palisades Parkway.
- 
- **Truck trips data:** In 2004, truck and trailer traffic using the GWB increased by 4.9 percent or 392,000 trips, from 8 to 8.4 million trips. The quarterly increase for first through fourth quarter was 3, 4.6, 3.3, and 3.9 percent. With steady growth in all classes of trucks, the highest increase was noted in Class 5 and 6 (5.5 and 7.8 percent), especially in the third and fourth quarter. The Class 5 trucks are still the most popular type, with 7 million trips in 2004 (6.6 million in 2003). The trips over GWB still represent about 50 percent of the total PANY&NJ truck traffic. It maintained its place as the Port Authority's leading truck route of the northern corridor, from New Jersey and southeastern states to New York, Connecticut, Massachusetts and Canada. Also, the loads arriving at northern New Jersey by water (through Port of New York & New Jersey) or by rail and destined to New York or northern states, are usually reloaded on trucks and moved through the GWB on the route leading north and east.

Lincoln and Holland Tunnels (LT and HT):

- **Description of Facility:** The Lincoln Tunnel 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 state that no trucks are allowed in center tube and 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 the tunnel is 31 feet and the length of tubes range from 7,482 feet (north tube) to 8,216 feet (center).

The Holland Tunnel was opened to





traffic in November 1927. The roadway is 20 feet with an external diameter of 29 feet 6 inches and operating headroom of 12 feet 6 inches. The length of the tunnel is 8,558 feet (north tube) and 8,371 feet (south tube). After 9/11 all trucks were prohibited 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, but reinstated in August 2004 for safety reasons.

- **Truck trips data:** The Lincoln Tunnel truck volume grew by 15.8 percent or 312,000 trips over the 2003-2004 period up to 2.3 million total trips. The quarterly change in volume for first through fourth quarter was -3.1 (only quarterly decrease, due mostly to the winter weather), 1.2, 25, and 39 percent. With steady growth in all classes of trucks, the highest increase was noted in Class 6 (49 percent); however, this Class amounts to less than 1 percent of LT traffic. Class 2, 3 and 4 registered increases of 17, 15, and 12 percent, especially noticeable spikes in the third and fourth quarters. Small trucks (Class 2 and 3) are still the most popular type with 1.5 and 0.4 million trips in 2004 (1.3 and 0.3 million in 2003). The trips over LT represent about 14 percent of the total PANY&NJ truck traffic. The high increase in the 3rd and 4th quarter was due mostly to introduction of commercial vehicle restrictions in August 2004 in the Holland Tunnel.

The Holland Tunnel truck volume decreased by 28.5 percent or 310,000 trips over the 2003-2004 period, a total of 778,000 trips. The quarterly change in volume went from 20.8 percent and 15.2 percent in the first and second quarters to -55 and -82 percent in the third and fourth quarters, when only maintenance and emergency trucks were allowed in the tunnel. Small trucks (Class 2 and 3) are still the most popular types in the tunnel, with 649,000 and 114,000 trips in 2004 (914,000 and 157,000 trips in 2003). In 2004, the trips over HT represent about 5 percent of the total PANY&NJ truck traffic.

Staten Island Crossings (GB, BB, and OC): The three spans that link Staten Island to Hudson and Union counties in New Jersey are the Bayonne Bridge (BB), the Goethals Bridge (GB) and the Outerbridge Crossing (OC). These crossings traverse the waterways known as the Arthur Kill and Kill-Van Kull.

- **Description of Facility:** The Goethals Bridge (GB), opened to traffic in 1928, links Elizabeth in Union County, (NJ) with the Howland Hook area of Staten Island. The GB leads directly to the New Jersey Turnpike (Interchange 13) and is accessible to Route 1 & 9 and other New Jersey highways. It is a major route for traffic moving between Brooklyn and New Jersey with direct connections across the Staten Island Expressway to the Verrazano Narrows Bridge. The bridge's length totals 7,100 feet with a width of 62 feet and 4 lanes of traffic, and channel clearance at mid-span of 135 feet that permits passage of deep-sea vessels through the Arthur Kill.

The Bayonne Bridge (BB), opened to traffic in 1931, links Bayonne in Hudson County, NJ, 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 the eastbound Staten Island Expressway (1-278). It also leads to GB and OC via westbound



1-278. This bridge measures 5,780 feet long, 85 feet wide with 4 lanes of traffic. Channel clearance at mid-span is 150 feet which permits ocean-going vessels to use this entrance to Port Newark/Port Elizabeth without interference.



The Outerbridge Crossing (OC), located at the southern tip of Richmond County, links Perth Amboy, NJ, with the Tottenville section of Staten Island 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 the 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 channel clearance at mid-span of 145 feet.

- **Truck trips data:** Truck traffic on the GB in 2004 reached 2.4 million truck trips. The traffic grew by 2.8 percent in 2004 compared to 2003, mostly due to an increase in truck trips during the third and fourth quarters by 6.1 percent. The first quarter registered a small decrease of 2 percent. The gain was mostly in trucks Class 4 and 6 (8 percent and 37 percent, respectively). The most popular type of trucks on GB were trucks Class 5 with 1.2 million truck trips, which accounted for over 50 percent of total truck trips over the bridge and increased 2 percent over 2003. Class 2 trucks were second in popularity, with 0.7 million truck trips, which accounted for 28.4 percent of total GB truck trips, 4.6 percent higher than in 2003. In total, smaller truck trips increased by 2.4 percent, and truck-trailer trips, which account for 58.7 percent of total truck trips over the bridge, increased by 3 percent in relation to 2003. The reason for this increase was continuous development of the Staten Island and the New Jersey coastal region. The GB truck traffic accounts for 15 percent of all PA truck toll volumes.



The Bayonne Bridge (BB) had the lightest truck volumes of all PANY&NJ facilities in 2004, (0.7 million truck trips) but this number still marked a 15.6 percent increase over 2003. The most popular type of trucks on BB were Class 5, which accounted for 42.9 percent of total truck trips (314,000 trips), an increase of 13 percent over 2003. Trucks Class 2 was second in popularity, with 221,000 trips, which accounted for 30.2 percent of total BB truck trips and marked a 3.6 percent increase over 2003. The largest gain (48 percent) occurred in truck Class 3, with 134,000 trips (18 percent of total trips over this bridge), and in Class 4, with a 33 percent increase and 59,000 trips (8.1 percent of total trips on BB). In total, smaller truck trips increased by 16.8 percent, and larger truck-trailer trips increased by 14.6 percent in regard to 2003. The BB truck traffic accounts for 4.5 percent of all PA truck toll volumes.

The Outerbridge Crossing (OC) had a total 2004 volume of 1.7 million trips, an increase of 1.7 percent over 2003. The increase was mostly due to the 6.1 percent gain in smaller truck trips (Class 2 and 3), while the truck-trailers type (Class 4 through 6) registered a 1.1 percent loss. The most popular type of trucks on the OC were Class 5 with 0.9 million truck trips, which accounted for 49.6 percent of total truck trips over the bridge. However, Class 5 shows a 1.9 percent decrease in regard to 2003. Class 2 was second in popularity, with 580,000 trips, which accounted for 33.4 percent of the total. Class 2 recorded a 3.3 percent increase from 2003. The OC traffic accounts for 10.6 percent of all PA truck toll volumes.

PANYNJ Toll Structure:

Since 2001, round trip tolls on the Port Authority's six facilities for truck classes 2-6 were \$6 per axle while paying cash during peak hours, \$5 per axle during the off-peak hours, and \$3.50 overnight for holder of E-ZPass. Tolls are collected for eastbound traffic only, therefore truck traffic data are doubled to reflect total trips. In March 2001, PANY&NJ instituted value pricing on its bridges and tunnels. For trucks with E-ZPass the current discount is 17 percent for off-peak hours and 42 percent for overnight hours. Current charges for 2004 are shown in the following table.

Metropolitan Transportation Authority Bridges & Tunnels (MTAB&T)

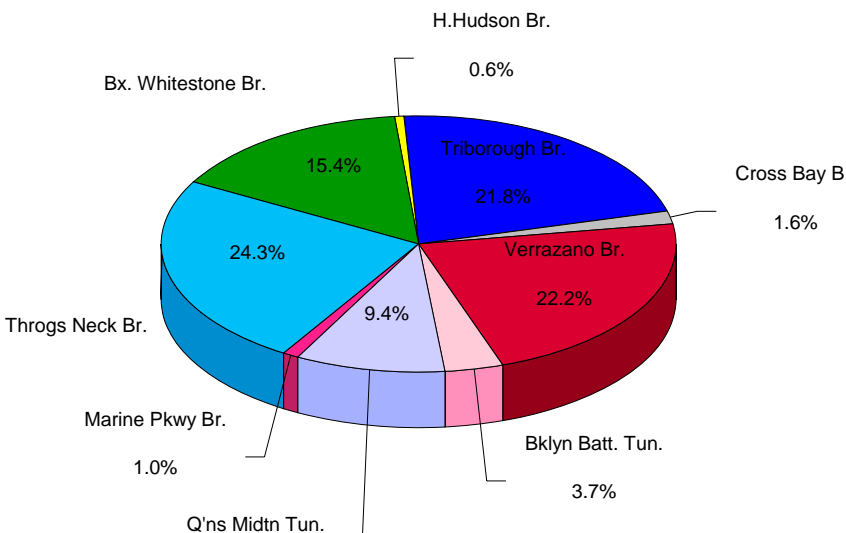
The MTA-B&T operates seven bridges and two tunnels in New York City: Triborough Bridge (TB, Bronx and Manhattan toll Plazas), Throgs Neck Bridge (TNB), Verrazano-Narrows Bridge (VNB), Bronx-Whitestone Bridge (BWB), Henry Hudson Bridge (HHB), Marine Parkway/Gil Hodges Memorial Bridge (MP), Cross Bay/Veterans Memorial Bridge (CB), Brooklyn Battery Tunnel (BBT), and Queens-Midtown Tunnel (QMT). Facilities operated by MTA B&T account for 21.1 percent of all truck toll trips in the New York metropolitan area.

- **Truck trips data**

Overall during 2004, the seven bridges and two tunnels under the MTA-B&T's jurisdiction handled a total of 17.7 million truck trips, an increase of 1.5 percent or 260,000 trips from 2003. The highest increase in both number of trucks trips and percentage gain was on the Triborough Bridge (total 412,000 trips, and 12 percent increase) The next highest increase in percent from 2003 was on the Throgs Neck Bridge (6.0 percent) and Cross Bay Bridge (3.8 percent). Two and five-axle trucks were the most popular (9.9 million and 4.7 million trips, respectively), and accounted for 55.9 and 26.5 percent of the total trips. 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, which was dominated by five-axle trucks. Between 2003 and 2004 the number of trucks with three-axes and larger declined by 1 percent, while two, four, five and six-axle vehicles grew by 2, 2.2, 1.3 and 3 percent, respectively, and seven-axle truck trips, which account for only 0.03 percent of the total trips, grew by 94 percent.

The increase in traffic in all four quarters of 2004 over the year 2003 on MTA-B&T facilities was 0.9 percent, 0.5 percent, 1.1 percent, and 3.5 percent, respectively. The most heavily traveled quarters in 2004 were between September and December when 4.5 million truck


Figure C
NTA B&T Share of Truck Toll Volume by Facilities
2004



Source: Toll Agency data

trips were made. Formerly, in 2003, the most traveled quarter was the period between April and June and October through December, with 4.5 million truck trips.

Triborough Bridge (TB):

- **Description of Facility:** The Triborough Bridge was opened in 1936. It consists of three bridges, a viaduct and 14-mile approach roads connecting Manhattan, Queens and the Bronx. The three branches are: Manhattan branch linking Franklin D. 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 the Grand Central Parkway and Brooklyn-Queens Expressway. The three branches meet on Randall's Island interchange, where there are two toll plazas and traffic is sorted out in 12 directions. TB traffic accounts for 21.8 percent of all MTA T&B truck toll volumes.
- 
- **Truck trips data:** In 2004, this bridge handled 3.9 million truck trips or 21.8 percent of all truck traffic over the MTA B&T bridges and tunnels. Between 2003 and 2004, the increase in truck traffic reached 12 percent (on both Manhattan and Bronx toll plazas). In comparison, the increase in 2003 was 5.3 percent over 2002. The most popular type of trucks on TB were Class 2, which accounted for 67.2 percent of total truck trips on the bridge (2.6 million trips), followed by Class 5, which accounted for 15.7 percent of total truck trips on the bridge (605,000 trips). All truck classes recorded an increase in trips (except in group of axle 7 or over) from 8 percent in Class 4 to 15 percent in Class 5 and 6. There was a seasonal increase in quarters 1 to 4 of 12.4, 11, 11.4, and 13.1 percent, respectively. See Table 16 in Attachment B.

Bronx-Whitestone Bridge (BWB):

- **Description of Facility:** 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 connection to the Cross Island Parkway and the Whitestone Expressway. This bridge accounts for 15.4 percent of all truck traffic over the MTA B&T bridges.
- **Truck trips data:** In 2004, the Whitestone Bridge handled 2.7 million truck trips. Between 2004 and 2003, the decrease in truck traffic reached 1.5 percent, in comparison to the 5.8 percent dip between 2002 and 2003. The most popular type of trucks on BWB were Class 2, which accounted for 49 percent of the total (1.3 million trips), followed by Class 5 (871,000 trips) which accounted for 31.8 percent of total truck trips. These types, however, have decreased by 4.5 and 0.2 percent, respectively, in regard to 2003. The largest decrease in

trips was noted in Class 7+ (38 percent, although this group accounts for less than half percent of all trips on this bridge), and in Class 6 (34 percent). The highest increase (6.5 percent) was in Class 4 (206 thousand trips). Seasonal increases were recorded in the third and fourth quarters (1.5 and 2.6 percent, respectively), but decreases of 5 percent in the first and second quarter overcame this gain.



Throgs Neck Bridge (TNB):

- **Description of Facility:** The Throgs Neck Bridge (TNB) connecting the Bronx and Queens boroughs opened 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 the 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 Central Parkway and Clearview and Long Island expressways, which lead to Long Island, Manhattan, Brooklyn, and points west. In 2004, the Throgs Neck Bridge handled the largest share of MTA-B&T total truck traffic at 24.3 percent.
- **Truck trips data:** Between 2003 and 2004 the increase in truck traffic on the Throgs Neck reached 6.1 percent and totaled 4.3 million trips, versus 4.1 million in 2003. The most popular type of trucks were Class 5, which accounted for 43 percent of total truck trips (1.8 million trips), followed by Class 2 (1.6 million trips) which accounted for 38 percent of total truck trips on Throgs Neck. These types have recorded increases of 6.7 percent and 5.8 percent, respectively, in regard to 2003. The largest decrease in trips was noted in Class 7 and more axles (42 percent, although number of trips for this group is small, only 2,000 trips). Highest increase was listed in Class 6 (18.6 percent increase), which raised up this group to 90,000 trips, up from 75,000 in 2003. A gain of 1.3 percent and 5.7 percent, respectively, was noted in Class 3 (322,000 trips) and Class 4 (405,000 trips), which account for 7.5 and 9.4 percent of all truck trips over this bridge. Seasonal increases occurred in all the quarters (7.5, 7.9, 3.9 and 5.3 percent, respectively). Second and third quarters registered the highest volume of over 1.1 million trips per quarter.



Verrazano Narrows Bridge (VNB):

- **Description of Facility:** Verrazano Narrows Bridge (VNB) was opened in 1964 and was then the world's longest suspension span with the distance between the two 695 foot high towers measuring 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, by extension to Long Island, and on Staten Island to the Staten Island Expressway, providing direct access to the New Jersey highway system and the middle Atlantic states. This bridge accounts for 22.2 percent of all traffic over the MTA B&T facilities in 2002.



- **Truck trips data:** Between 2003 and 2004 truck traffic on the VNB totaled 3.9 million trips, a decrease of 6.8 percent from 2003. As in previous years, the most popular type of trucks were Class 2, which accounted for 47.6 percent of total truck trips on VNB (1.9 million trips, a 5.5 percent decrease), followed by truck Class 5 (1.3 million trips) which accounted for 33.7 percent of total truck trips on the bridge. The third most popular type was Class 3 with 433,000 trips, a 7.2 percent decrease from 2003. All truck class volumes decreased except for truck Classes 7 and over, which increased by 65 percent; however, this group is very small (only 1,700 trips in 2004) and account for less than a half percent of total trips. The largest decrease in trips occurred in truck Class 5 (8.4 percent). Seasonal decreases were noted in all quarters (7.5, 9.5, 5.9 and 3.9 percent, respectively). The quarterly number of truck trips was highest in the third and fourth quarters, at just over 1 million trips.

Queens Midtown (QMT) and Brooklyn Battery Tunnel (BBT):

- **Description of Facility:** The Queens Midtown Tunnel (QMT) was opened in 1940 by the New York City Tunnel Authority (later replaced by MTA B&T) to relieve congestion on the city's East River bridges. It represented the most advanced tunnel engineering techniques of its day. The tunnel serves as a major connection between midtown Manhattan and Queens, providing access to Long Island City and highways leading in the east-north direction. The tunnel links Murray Hill residential neighborhood in Manhattan to Hunters Point district of Long Island City on the Queens side. The diameter of each of the QMT's twin tubes is one and a half feet wider than the older Holland Tunnel, to accommodate the wider cars of the period. In 2004, this tunnel accounted for 9.4 percent of all truck traffic over MTA B&T facilities



The Brooklyn Battery Tunnel (BBT) opened in 1950, and was then the longest continuous underwater vehicular tunnel in North America. The tunnel links Brooklyn and Manhattan. On the Brooklyn side is the community of South Brooklyn, comprising Red Hook, Columbia Terrace, Carroll Gardens, Cobble Hill and Boerum Hill districts. The Manhattan end leads to the Financial District including Wall Street, the South Street Seaport, Battery Park City and the World Financial Center. In 2004, only 3.3

percent of all MTA B&T truck traffic traveled through the BBT.

- **Truck trips data:** On the QMT, truck traffic accounted for 1.7 million trips, a 3.6 percent decrease from 2003. The most popular type of truck, Class 2, accounted for 86 percent of total trips (1.4 million, a 1 percent decrease from 2003), followed by Class 3 (197,000 trips) which made up 11.8 percent of total trips, a 17 percent decrease from 2003. Class 5, which totaled 0.7 percent of QMT trips, experienced a 25 percent decrease since 2003. The only increase occurred in Classes 7 and higher, but this segment accounted for only 0.02 percent of traffic in the QMT. A seasonal decrease took place in all quarters (4.4, 2.4, 6.9, and 0.5 percent, respectively). These declines were mostly due to changes in traffic patterns and less inter-city trips.



On the BBT, truck traffic accounted for 650,000 trips, 2 percent less than in the previous year. The most popular type of trucks were Class 2, where 547,000 trips accounted for 84.2 percent of the total and increased by 0.7 percent since 2003. Class 3, the second most frequent type, logged 89,000 trips, totaling 13.8 percent of the total and decreasing by 8.9 percent from 2003. Third place went to Class 5, with 7,900 trips, accounting for 1.2 percent of all trips, a decrease of 40 percent from 2003. Except for Classes 2 and 7, all other class volumes declined. Seasonal variations caused reductions in the first through fourth quarters (0.8, 1.3, 5.7, and 0.1 percent).

Henry Hudson Bridge (HHB):

- **Description of Facility:** Named in honor of the 17th century explorer, this bridge was opened in 1936, connecting northern Manhattan to the Bronx as part of the Henry Hudson Parkway. Built by the Henry Hudson Parkway Authority, the bridge became part of MTA B&T after a series of merges. When opened, it was the longest plate girder arch and fixed arch bridge in the world. Only a restricted number of commercial vehicles, such as authorized commercial delivery vehicles (U.S. Post Office, UPS, FedEx), authorized tow trucks and school buses, and authorized contractor vehicles for HHB road and infrastructure improvements, are allowed to cross the bridge. All other unauthorized vehicles are “turned around” on the plaza. This bridge accounts only for 0.6 percent of all truck trips over MTA B&T bridges.
- **Truck trips data:** Truck traffic on HHB in 2004 totaled 104,000 trips, 6.4 percent less than in 2003. The most popular type of trucks were Class 2, with 100,000 trips, which accounted for 96 percent of total trips, a 6.5 percent decrease from 2003, followed by truck Class 3 (1,900 trips) making up 1.8 percent of the total and decreasing by 10 percent from 2003. Class 4, with 1,100 trips and 1.1 percent of the total, remains in third place, decreasing by 4.3 percent since 2003. All truck classes except 6 and 7, reported decreases; however Class 6 and 7 accounted for only 0.04 and 0.08 percent of all trucks on this bridge. Seasonal variations



resulted in declines during all four quarters (4.2, 11.2, 3.8, and 6 percent). The decline in traffic was due to the level of renovation, with higher volumes on HHB directly related to the number of contractor's vehicles outside for construction.

Marine Parkway Bridge (MPB) and Cross Bay Bridge (CBB):

- **Description of Facility:** The Marine Parkway/Gil Hodges Memorial Bridge, named in honor of the Brooklyn Dodgers first baseman and Mets manager, opened in 1937 to provide access to the Rockaway Peninsula, which previously could be reached only by ferry. When it was built, the bridge's vertical lift span was the longest in the world. The tapering, curled tops of its towers added a special aspect to the bridge's design. Today, the land at both ends of the bridge are part of the Gateway National Recreation Area. The bridge has direct connection to the Shore Parkway and Flatbush Avenue. The Marine Parkway Bridge accounts for less than 1 percent of all truck trips on MTA B&T facilities.



The Cross Bay/Veteran Memorial Bridge, completed in 1970, sits four miles east of the Marine Parkway Bridge. It connects the Rockaway Peninsula to Queens, the Belt Parkway and the Southern State Parkway on Long Island. It is a high level bridge which permits boats to pass underneath. This bridge accounted for 1.6 percent of total MTA-B&T trips.



- **Truck trips data:** On MPB, truck traffic in 2004 added up to 175,300 trips, a 2.3 percent increase from 2003. Class 2 trucks made most trips at 145,200 trips, accounting for 82.8 percent of MPB total and increasing by 2.7 percent since 2003. Truck Class 3 (17,800 trips) made up 10.1 percent of the total and experienced a 9 percent decline from last

year. The third most common truck type, Class 5, logged 8,900 trips with 5.1 percent of all trips on MPB and a one-year increase of 17.9 percent. Except for Class 3 and 4, all truck types increased, with the largest jump in Class 6 and 7; however, not by any significant amount. Seasonal variations showed a decrease in the second quarter of 0.5 percent, and an increase in the first, third and fourth quarters of 0.2, 6.6, and 3.4 percent.

On the CBB, 288,000 truck crossed in 2004, a 3.9 percent increase over last year's volume. Class 2, with 232,600 crossings, accounted for 80.8 percent of total trips, a 3.1 percent increase

from 2003. Class 3, the second most common type, (35,100 trips) made up 12.2 percent of total trips and decreased by 10.1 percent since 2003. Class 5, with 14,100 trips, came in third place, totaling 4.9 percent of all trips, a decrease of 1.7 percent. Except for Class 5 and 7, all truck class volumes went up. Class 6 and 3 increased the most, although Class 6 accounted for only 0.6 percent of all trucks on this bridge. Seasonal variations showed decreases in the third quarter of 1.4 percent, and increases in first, second and fourth quarters of 4.3, 4.6, and 7.7 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 westbound traffic only. Toll rates in 2004 remained consistent with those established in May 2003. For the Bronx-Whitestone, Triborough, and Throgs Neck Bridges, as well as the Queens Midtown and Brooklyn-Battery tunnels, the one-way trip fee was \$4 (\$3.50 for E-ZPass holders) for 2-axle trucks with a maximum gross weight of 7,000 lbs or under, and \$8.00 (\$6.40 with E-ZPass) for 2-axle trucks greater than 7,000 lbs. For Class 3 through Class 7, the toll was \$13, \$17, \$22, \$26, and \$31, respectively, for cash payment, and \$10.40, \$13.60, \$17.60, \$20.80, and \$24.80, respectively, for E-ZPass holders. For trucks with more axles, the standard toll rate was \$5 per axle for trucks (cash) or \$4 per axle (with E-ZPass). The discount for E-ZPass (see Exhibit A) is between 12 and 20 percent. For the Verrazano Narrows Bridge, the toll collected one way is doubled. For small bridges (Marine Parkway and Cross Bay bridges) the cost for 2-axle trucks with a maximum gross weight of 7,000 lbs or under is \$2 (\$1.33 with E-ZPass), with \$1 for each additional axle, and \$4 (\$3.20 with E-ZPass) for 2-axle trucks greater than 7,000 lbs. For Class 3 through Class 7, the toll was \$6, \$9, \$11, \$13, and \$15, respectively, for cash payment, and \$4.80, \$7.20, \$8.80, \$10.40, and \$12, respectively, for holders of E-ZPass. Each additional axle cost is \$3 (cash) and \$2.40 (E-ZPass). For HHB, the toll is \$2 (\$1.50 with E-ZPass) for 2-axle vehicles, and \$1 for additional axles.

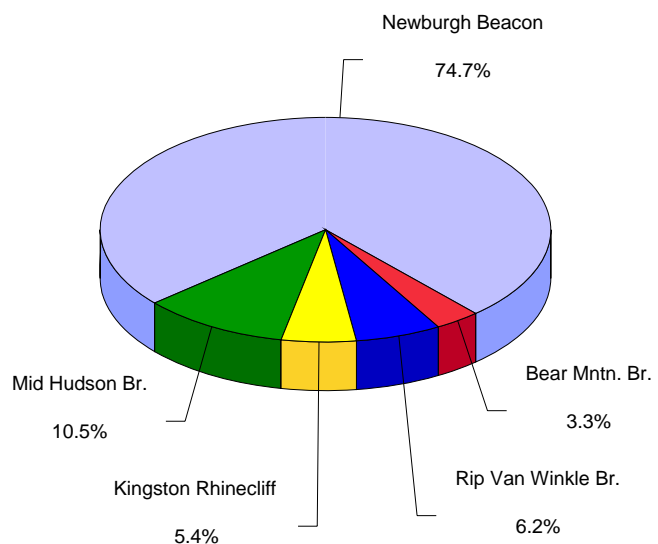
New York State Bridge Authority (NYS BA)

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. Facilities operated by the NYS BA account for 5.6 percent of all truck toll trips in the New York metropolitan area.

• Truck trips data

In 2004, NYSBA handled 4.7 million truck trips, an increase of 73,000 over 2003,

Figure D
NYSBA Share of Truck Toll Volume by Facilities
2004



Source: Toll Agency data

and representing an overall gain of 1.6 percent. The second and third quarters of 2002 were the busiest seasons, responsible for over 1.2 million truck trips, the same as in 2003. Quarters 1 and 2 increased in volume by 4.4 and 2.7 percent, respectively, while the 3rd and 4th quarters dipped by of 0.4 and 0.1 percent from 2003.

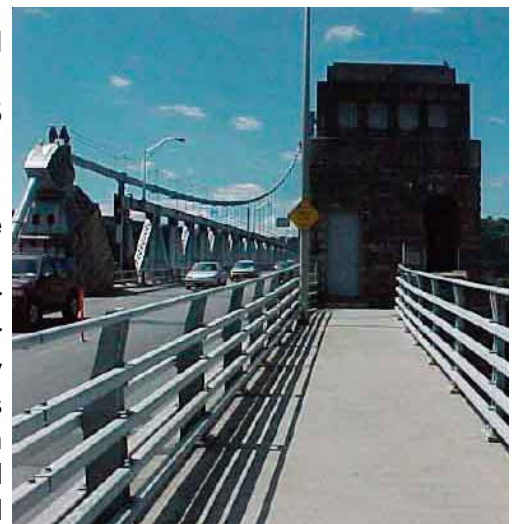
Two and five-axle trucks were the most prevalent in 2004, with 2.6 million and 1.4 million trips, and 55 and 31 percent of all NYSBA toll trips, respectively. All types of trucks increased in volume since 2003. The largest change (8.8 percent) occurred in Class 4; however, this type represents only 4.2 percent of total trips. Other increases in truck trips were from 0.8 percent in Class 5 to 3.9 percent for Class 3.

Newburgh-Beacon Bridge (NBB):

- **Description of Facility:** This two-lane bridge between Beacon and Newburgh was first opened to 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 river is 135 feet. The bridge is supported by an articulated deck truss. In 2004, this bridge accounted for 74.7 percent of total NYSBA truck trips.
- **Truck trips data:** Of the five spans managed by NYSBA, the heaviest volume traveled over the Newburgh-Beacon Bridge, with 3.5 million truck trips, a 1 percent rise over 2003. The most common type of truck on NBB was Class 5, with 67 percent of total trips (2.3 million trips), followed by Class 2, at 20 percent of total trips (700,000) trips. Class 5 and 2 volumes went up by 0.4 and 1 percent. Class 3 trucks made the third most number of trips at 189,000, a 6.5 percent gain over 2003. The only decrease (of 0.9 percent) occurred in Class 6, which accounts for 3.3 percent of truck traffic on the NBB. Seasonal increases were listed in the first and second quarters (4.3 and 2.2 percent, respectively), while the third and fourth quarters registered losses of 0.9 and 1.2 percent. See Table 17 for details of the NYSBA and NBB truck activity.

Mid-Hudson Bridge (MHB):

- **Description of Facility:** MHB was opened to traffic in August 1930. It provides a vital route across the Hudson, between Poughkeepsie and Highland, and was the second span across the Hudson below Albany after the completion of the Bear Mountain Bridge. Its overall length is 3,00 feet, the main span measures 1,500 feet, and its clearance above river is 135 feet. This is a parallel wire cable suspension bridge, with suspended side spans. In 2004, the Mid-Hudson Bridge accounted for 10.5 percent of all NYSBA truck traffic.
- **Truck trips data:** In 2004, the Mid-Hudson Bridge placed a distant second after the NBB, with 494,000 trips, an increase of 4.3 percent from 2003. The most popular type of truck on MHB was Class 2, which accounted for 64 percent of total truck trips (315,000 trips), followed by Class 5, which accounted for 20 percent of total truck trips on the bridge, with 99,000 crossings. Class 3 trucks with 53,000 trips made up 11 percent of total trips and increased by 4.1 percent. All types of trucks registered



increases in volume from the previous year. The largest increase occurred in Class 4 and 6 (12.5 and 13.5 percent); however these trucks accounted only for 3.9 and 1.6 percent of all truck traffic on this bridge. Seasonal increases in each quarter totaled 4.4, 2, 4.4, and 6.3 percent. See Table 17 for details of the NYSBA and MHB truck activity for 2003-2004.

Bear Mountain Bridge (BMB):

- **Description of Facility:** The Bear Mountain Bridge, the first vehicular bridge on the Hudson south of Albany, opened in November 1924, and was then listed as the longest suspension bridge in the world. Though its title has been lost, the BMB continues to provide an important link to Bear Mountain State Park, the centerpiece of the Palisades Interstate Park System. Unlike most suspension bridges, the side spans are relatively short and are not supported by the main cables but by the ground beneath, which rises at a sharp angle from the river. Its overall length is 2,255 feet, with main span length of 1,632 feet, and clearance from the river at 155 feet. It provides a vital route between New York City and Albany. In 2004, the BMB accounted for only 3.3 percent of all NYSBA truck traffic.
- **Truck trips data:** 154,000 trucks crossed BMB, a 2.6 percent increase from 2003. Class 2 trucks made the most trips (83,000), a 3.4 percent increase from last year, and accounting for 54 percent of total truck trips on MPB. 21 percent of total truck trips were by Class 5 trucks (33,000 trips, a 1.3 percent decrease). All other type of trucks increased from the previous year. Class 3 trucks, the third most common type, crossed 18,000 times, accounted for 11.5 percent of total trips, and increased by 4.3 percent. A seasonal increase occurred in the first, second and fourth quarters of 7.5, 4.4, and 0.9 percent, respectively, while the third quarter volume declined by 1.4 percent. See Table 17 for details of the NYSBA and BMB truck activity for 2003-2004.



Rip Van Winkle Bridge (RVW):

- **Description of Facility:** Built during the Great Depression, this bridge was opened to traffic in July 1935. The bridge was designed as cantilevered and has suspended deck trusses. It has an overall length of 5,041 feet, main span length of 800 feet, and clearance above river of 145 feet. In 2004, this bridge accounted for 6.2 percent of all NYSBA truck traffic.
- **Truck trips data:** On RVW, truck traffic in 2004 totaled 289,000 trips, a 3.4 percent increase from 2003. The most popular type of trucks on RVW were Class 2, which accounted for 50 percent of total truck trips (143,000), followed by Class 5, (32 percent of total, 93,600 trips), and Class 3 (33,500 trips). All registered types increased last year, except



for Class 3 with a 3.3 percent decrease. The largest increase occurred in Class 4 (36 percent), which accounted for only 4.9 percent of all commercial traffic on this bridge. Seasonal increases occurred in the first, second, third and fourth quarters (3.4, 5.3, 1.3, and 3.9 percent). See Table 17 for details.

Kingston-Rhinecliff Bridge (KRB):

- **Description of Facility:** The KRB was opened to traffic in February 1957 to replace the Kingston-Rhinecliff ferry which was abandoned. It still serves as a vital link across the Hudson. 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 2004, this bridge accounted for only 5.4 percent of all NYSBA truck traffic.
- **Truck trips data:** Truck traffic in 2004 on the KRB totaled 252,000 trips, a 2.0 percent increase from 2003. The most common type of trucks on KRB, Class 2, made 65.5 percent of these trips (165,000 trips), followed by Class 3 with 37,000 trips (14.5 percent of total). In third place was Class 5, which accounted for 13.5 percent of truck trips on the bridge, with 34,000 crossings. The first and second quarters of 2004 experienced increases in volume of 10.9 and 6.3 percent respectively, in comparison to 2003. In the third and fourth quarters, volume declined by 3.8 and 3.1 percent.



NYSBA Toll Structure:

Truck tolls were collected in one direction at each of the NYSBA facilities. In order to calculate total truck volume, one-way traffic is doubled for the five Hudson spans. The toll rate, established in February 2000, was not increased in 2004 and is \$2.50 for trucks having two axles and more than four tires. An extra \$2 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(NYS TA)

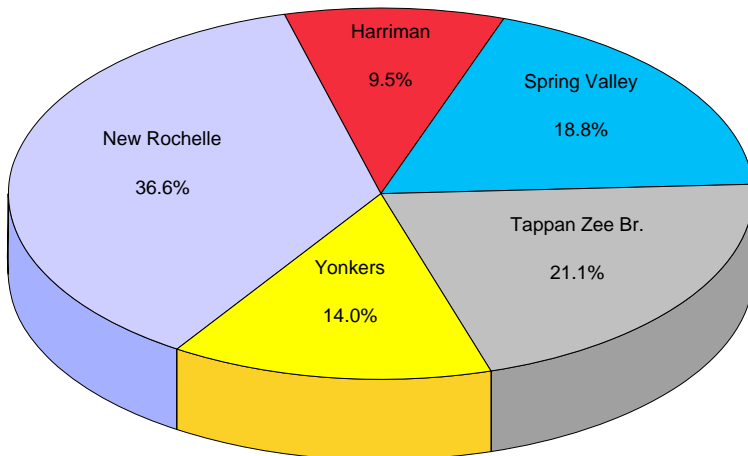
The Governor Thomas E. Dewey Thruway, the 641-mile superhighway crossing New York State, operated by the New York State Thruway Authority, is the longest toll highway system in the United States, connecting with several major highways in New Jersey and Pennsylvania. In the New York metropolitan region, the Thruway connects with the Major Deegan Expressway at the New York line, the Connecticut Turnpike (1-95) near Port Chester, New Jersey Garden State Parkway near Spring Valley in Rockland County, and Interstate 287 in northern Rockland County. Only the 14-mile part of the Thruway in the area of the Garden State Parkway connection in New Jersey and Cross-Westchester Expressway (1-287 connection) is under review in 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. Facilities operated by the NYS TA account for 19.2 percent of all truck toll trips in the New York metropolitan area.

- **Truck trips data**

Truck volume in 2004 increased by 7.5 percent or 150,000 trips compared to 2003. Usage went up

from 15 million trucks trips in 2003 to 16.2 million in 2004. All facilities experienced an increase in traffic, from 0.9 percent in the Yonkers barrier to 11.6 percent in New Rochelle. Truck flow on the Tappan Zee Bridge went up by 5.2 percent. The Spring Valley and Harriman barriers recorded increases of 8.7 and 5.6 percent, respectively. The most popular type of trucks were Class 3, 4, and 5 (4.6, 4.2, and 4.7 million truck trips), which accounted for 28.4, 25.9 and 29.1 percent of all NYS TA truck toll trips in all its facilities, and registered increases in 2004 of 15.3, 5.8 and 1.3 percent. The 2-digit increase also occurred in Class 6 traffic and 8 (12.9 and 12.1 percent), although these truck types accounted for only 4.9 and 5.3 percent of all NYSTA truck trips.

Figure E
NYSTA Share of Truck Toll Volume by Facilities
2004



Source: Toll Agency data

The only decrease, of 1.1 percent, was noted in Class 2. The seasonal increases accounted for 14.3, 6.3, 5.5, and 5.2 percent in quarters 1 through 4, respectively. The volume of seasonal commercial toll trips were 3.6, 4.2, 4.2, and 4.1 million in quarters 1 to 4, respectively (see Tables 1 and 18, and Att. A).

Tappan Zee Bridge (TZB):

- **Description of Facility:** 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. The TZB traffic accounts for 21.1 percent of all NYS TA truck toll volume.
- **Truck trips data:** In 2004, this bridge handled over 3.4 million vehicles daily, a 5.2 percent increase from 2003. The dominant truck type was Class 5, with 1.3 million registered trips, which accounts for 37.9 percent of total truck trips on this bridge. Class 5 (tractor trailer with 5 or more axles, auto transporter or truck/trailer, 2 or more axles, with triple saddlemount) volume decreased by 2.2 percent, however, and Class 2 truck volume also fell (50,000 trips, 1.5 percent of TZB total). After Class 5, Class 3 and 4 experienced the next highest volume (815,000 and 814,000 trips, 24 and 23.9 percent of total truck



trips). These numbers represent 18.9 and 4.6 percent volume increase from 2003. The number of Class 8 truck crossings went up by 17.9 percent (146,000 trips) but accounted for only 4.3 percent of total truck trips. Truck Class 6 and 7 (129,000 and 159,000 trips) registered 7.3 and 2.1 percent increases since 2003. Seasonal variations showed increases of 1.1, 5, 4, and 5 percent in the first through fourth quarters of 2004 in comparison to 2003 data. Quarterly volume was lowest in the first quarter (748,000 trips) and largest in the second quarter (895,000 trips).

New Rochelle and Harriman Barriers:

- **Description of Facility:**

The New Rochelle and Harriman barrier truck trips accounted for 36.6 and 9.5 percent of all truck traffic registered by the New York State Thruway Authority.

- **Truck trips data:** In 2004, truck traffic over the New Rochelle barrier totaled 5.9 million trips, an 11.6 percent increase from 2003. The most prevalent truck type, Class 3, (1.9 million trips, 33.1 percent of total truck trips over this barrier) rose in volume by 18 percent since 2003. Truck Class 5 (1.6 million trips, 26.4 percent of total) recorded a 5.2 percent increase from 2003. Third in volume was Class 4, (1.5 million trips, 24.7 percent of total) which increased by 9.2 percent. All truck class volumes increased, Class 6 and 8 the most, but the number of trips in these classes was not significant (302,000 and 285,000 trips). Seasonal variations showed increases of 28.9, 8.1, 7.3, and 6.4 percent in the first through fourth quarters.



In 2004, the Harriman barrier handled 1.5 million truck trips, a 5.6 percent increase from 2003. In 2004, the most common truck type was Class 5 and 4 (511,000 and 416,000 trips, 33.3 and 27.1 percent of Harriman total), which increased by 3.5 and 2.7 percent since 2003. Third in volume was Class 3, with 297,000 trips (19.3 percent of all Harriman truck trips, a 15.4 percent increase from last year). All class volumes rose over the year, except for Class 2 (4 percent decrease); however, the number of Class 2 truck trips was not significant (30,000 trips). Seasonal variations showed increases of 10.6, 7.5, 3.1, and 2.3 percent in the first through fourth quarters.

Yonkers Barrier and Spring Valley Barrier:

- **Description of Facility:**

Truck trips on the Yonkers barrier accounted for 14 percent of all truck traffic registered by the New York State Thruway Authority, while volume at the Spring Valley barrier totaled 18.8 percent.

- **Truck trips data:** In 2004, the Yonkers barrier handled 2.3 million truck trips, a 0.9 percent increase from 2003. Class 4 and 5 had the highest share of truck traffic, 38.6 and 24.6 percent, with 874,000 and 556,000 trips. Increases in volume over 2003 also occurred in Class 3 (17.1 percent of total), which rose by 12.8 percent, and Class 8 (8.2 percent of total). Volumes for both Class 2 and 7 declined by 1.3 and 1 percent, respectively. The only seasonal loss took place in the first quarter of 2004 (1.1 percent), while the second to fourth quarters experienced gains of 4.5, 7.1, and 2.5 percent, respectively.



In 2004, the Spring Valley barrier handled 3 million truck trips, an 8.7 percent increase from 2003. The highest volume of trucks were of Class 3 and 5 (1.1 million and 0.8 million trips) which accounted for 37.5 and 25.9 percent of all truck trips over this barrier, a 14.6 and 3 percent increase over 2003. The next highest truck volume was Class 4 (626,000 trips, 20.6 percent of total) which increased 6.6 percent since last year. All truck class volumes increased since 2003, especially in Class 6 and 8; however, the numerical value of trips in this class was not significant (128,000 and 143,000 trips). Seasonal variations showed increases of 5.8, 6.3, 10.6, and 11.5 percent in the first through fourth quarters.

NYSTA Toll Structure:

The Thruway's vehicle classification system does not always reflect direct correlation between classification of vehicles and number of axles. This system incorporates the ability to use axle offsets for vehicles that deviate from the standard number of axles. For example, a 3-axle tow truck is a Class 8 vehicle with a 1-axle offset. The enclosed tables (Attachment B) present the number of truck trips by vehicle class, which do not necessarily reflect the number of vehicle' axles. For detailed classification see Attachment A, or contact NYSTA Office of Transportation Statistics at (518) 471-5043. The 2004 truck toll system maintained the structure adopted in 1997. On the New Rochelle barrier, Spring Valley barrier and Tappan Zee bridge the round-trip toll is collected only in one direction (eastbound-trip on New Rochelle, northbound on Spring Valley, and southbound on TZB). Tolls are collected in both direction at the Yonkers and Harriman barriers. There is a significant discount for E-ZPass, and time-related incentive pricing on Spring Valley and Tappan Zee Bridge, with a discount during the weekday a.m. peak period. Tolls for commercial vehicles on the barriers ranged from \$0.75 to \$6.00, depending on vehicle class, distance, time of travel and facility.



Spring Valley toll barrier (northbound only) charges trucks with E-ZPass from \$1 (Class 2 vehicle) to \$6

(Class 5 trucks), depending on time of day and vehicle class. Non-E-ZPass customers pay from \$2 to \$6 at all times. The New Rochelle toll barrier (eastbound) charges \$1.50 for Class 2 trucks, up to \$3.50 for Class 5. At the Yonkers barrier, the toll charge each way ranges from \$.75 (Class 2) to \$1.75 (Class 5), and for Harriman barrier, from \$.75 to \$2 for Class 2 and Class 5 trucks. Non-E-ZPass customers driving commercial vehicles over the Tappan Zee Bridge pay from \$7.50 (Class 2) to \$20 (Class 5). Trucks with E-ZPass pay between \$3.75 to \$10 from 12:00AM - 6:15AM and \$7.50 to \$20 during the 7AM-8:59AM rush. On weekends, E-ZPass customers with classes 2 to 8 vehicles are charged the 12:00AM-6:15 rate. See Exhibit A.

GARDEN STATE PARKWAY (GSP/NJTA)

The 173-mile Garden State Parkway (GSP) runs north-south through 50 municipalities in 10 counties, from the New York border to Cape May in the south. GSP was under New Jersey Highway Authority jurisdiction prior to July 9, 2003, when all the duties, obligations and powers were transferred from NJHA to the New Jersey Turnpike Authority (NJTA). An official code of regulations governing the use of GSP was then adopted by the NJTA to augment 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, unless on special permit. Therefore, this truck toll analysis describes only part of GSP and interchanges south of Asbury toll plaza. In 2004, the GSP truck traffic south of exit 105 represented 5.4 percent of all of toll truck movement in the New York metropolitan region.



- **Truck trips data:** Between 2003 and 2004 truck volumes on Garden State Parkway increased by 13 percent, from 4 million to 4.6 million truck trips (including small trucks which weigh 3.5 tons or less). This data reflects the 14 of 43 toll plazas on the GSP that carry commercial traffic. -With the exception of two plazas (Lakewood and Lakehurst) all other facilities recorded an increase in truck traffic, from 3 percent in Belmar to 27 percent in Somers Point and 29 percent in Cape May. The most popular facilities in 2004 were Toms River Plaza, which registered 824,000 truck trips (a 15 percent increase from the last year), Asbury (686,000 trips, a 10 percent increase), and Barnegat, with 678,000 trips and an 11 percent increase. Wildwood and Somers Point, as in former years, had the lightest truck traffic (16,000 and 74,000 trips, respectively).

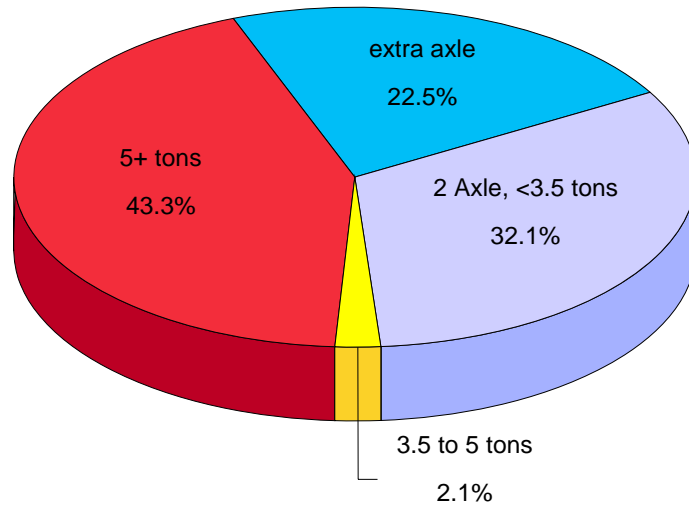
The most utilized type of trucks were those weighing 5 tons and over (2 million trips) which account for 43.3 percent of all truck trips on GSP, and 2-axle trucks (1.5 million trips), which made up 32.1 percent. Trucks of 3.5 to 5 tons (98,000 trips) accounted for only 2 percent of total trips. Trucks weighing over 5 tons showed a 10 percent gain. Truck traffic on the GSP was heaviest during the second and third quarters, the same as in 2003, and the percent of

seasonal increase in regard to 2003 was 24, 12, 10, and 9 percent, in the first through fourth quarter.

NJHA Toll Structure:

Most operators classify trucks according to the number of axles, except for the Garden State Parkway, where both weight and axles are used. Truck tolls are collected for both directions of travel. There was no change in toll schedule in 2004. There are 14 toll plazas within the described area, but not all are mainline toll plazas. There are six mainline toll plazas and eight ramp plazas. Since 1989, six mainline toll plazas and one ramp plaza (Somers Point) have charge 35 cents for two-axle, Class one vehicles. The other seven ramp plazas charged 25 cents. Additional axles are charged increments of 35 or 25 cents. (See Figures 6A, 6B, and 6C and Tables 1 and 19.) There was no E-ZPass discount for trucks in 2004.

Figure F
Garde State Parkway Truck Toll Volumes by Type
2004



Source: Toll Agency data

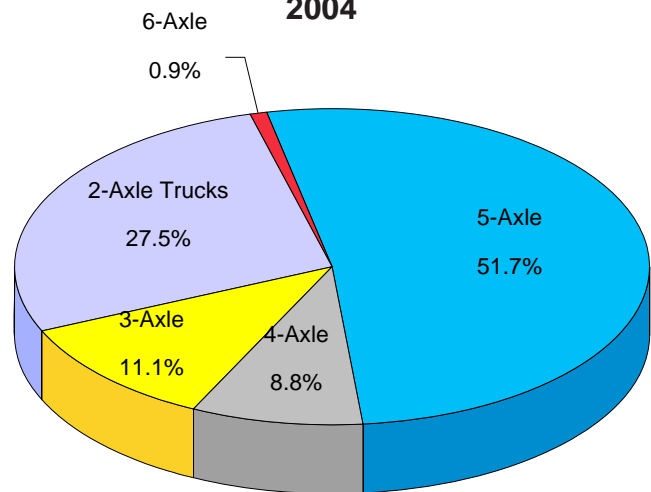
New Jersey Turnpike Authority (NJTA)

Running through one of the nation's busiest regions, the New Jersey Turnpike is a major thoroughfare in the New York metropolitan area, linking southeastern 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-three years later, the New Jersey Turnpike annually serves almost 248 million vehicles traveling 5.7 billion miles. It has expanded to 28 interchanges and covers 148 miles. The lanes have been widened and additional lanes 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. NJTA placed limitations on vehicles by height (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). A new Secaucus Interchange completed in 2004 (between interchanges 15E and 16E) provides direct access to New Jersey Transit Secaucus rail station and the nearby warehouse district. In 2003, the agency announced the consolidation of the NJTA and NJHA governing the Garden State Parkway. This consolidation has reduced outstanding debts and helped increase necessary investments on GSP. In 2004, NJT truck traffic north of exit 7A (northeastern part of New Jersey, included in the NY metropolitan region) represented 29 percent of all of toll truck movement in the New York metropolitan region.

Figure G
NJ Turnpike Truck Toll Volumes by Type
2004



Source: Toll Agency data

- **Truck trips data:**

This report includes an analysis of only the northern part of the turnpike, starting from interchange 7A up to the exit for George Washington Bridge. Truck usage of the New Jersey Turnpike between interchanges 7A and 18W increased by 3.8 percent between 2003 and 2004. Truck toll traffic registered 24.4 million commercial vehicles in 2004, up from 23.5 million in 2003. These trips represent an estimated 80 percent of the commercial vehicle traffic using the NJT. In 2004, the share of five-axle trucks as a percent of total Turnpike traffic was reported to be 51.7 percent, similar to 2003 when this type of vehicle accounted for 51.8 percent. Class 5 truck volume increased 3.7 percent. In both 2003 and 2004, the representation of two-axle trucks was 27.5 percent of the total, with an annual increase of 4.6 percent. Class three-axle and four-axle trucks accounted for 11.1 and 8.8 percent of all NJT truck trips, an increase of 2.7 and 2.3 percent, respectively. Next to five-axle trucks (12.6 million truck trips), the most popular type was two-axle with 6.7 million trips in 2004.

Truck trips averaged from 5.7 million in the first quarter to 6.2, 6.3, and 6.2 million for subsequent quarters. These total reflect quarterly increases of 3.4, 4.7, 3.2, and 3.9 percent compared to 2003.

NJTA Toll Structure: Toll for travel between interchanges is determined by the cost of construction and maintenance of the roadway between these points. Vehicles are divided into classes determined by number of axles, while buses have their own qualification system. The toll, which was raised in 2003, is established on a distance-based schedule and varies by vehicle class. It recognizes peak and off-peak travel time differences and offers a significant discount for vehicles using E-ZPass and entering during off-peak hours. Truck Class 2 (2 axles) 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 of exit 18. Class 3 trucks pay a distance-based toll beginning at \$1 from the nearest interchange north of Exit 7A to \$12.25 (\$0.90 to \$11.20 with E-ZPass) at the farthest point of exit 18. For Class 4 and 5, the rate for these distances ranges from \$1 to \$13.90 (\$0.90 to \$12.70 with E-ZPass) for Class 4, and from \$1.15 to \$16.70 (\$1.05 to \$15.30 with E-ZPass) for Class 5. For Class 6, the rate is from \$1.30 to \$19.45 (\$1.20 to \$17.70 with E-ZPass). See Attachment A.

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 bridge is 1,173 feet long and 68 feet wide (on roadway), with 6 traffic lanes (three in each direction). There are no special restrictions for trucks. In 2004, this bridge accounted for only 0.1 percent of all of toll truck movement in the New York metropolitan region.

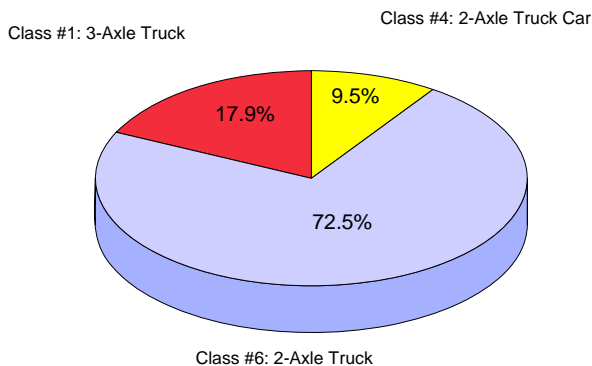


• Truck trips data:

Although dwarfed by the larger South Shore crossings, in 2004 this bridge carried 73,000 truck trips compared to 90,000 trips in 2003, a decrease of 18.9 percent from the last year. The main reason for this decrease was a change in the vehicle system classification which reclassified some of 2-axle truck-car types (Class 4) as passenger vehicles and some others became Class 6. The largest decrease of 77 percent was therefore in the two-axle truck-car, which accounted for 7,000 truck trips in 2004 (31,000 trips in 2003). The other types (Class 6 and Class 1) increased by 11 and 18.2 percent. The most popular type were two-axle trucks (Class 6), with 52,900 trips or 72.5 percent of all trips over this bridge. The two-axle truck-car (Class 4) represented 9.5 percent of all trips and three-axle type (Class 1) accounted for 17.9 percent of all trips.

Seasonal variation caused decreases in truck trips during all quarters, of 12.3, 24.2, 23.4, and 12.4 (see Attachment B, Table 20B).

Figure H
Nassau County bridge Authority by Type
2004



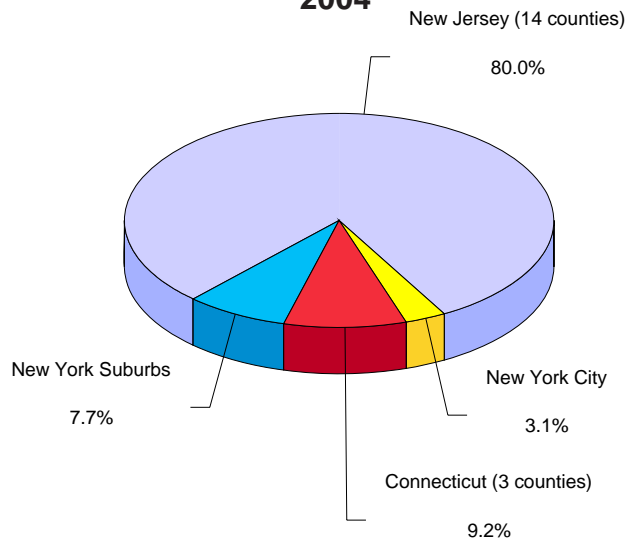
Source: Toll Agency data

NCBA Toll Structure: The only trucks allowed on the bridge are Commercial Class 4 with 2 axle Truck-Car; Class 6 with 2-axle truck, and Class 1 with 3-axle trucks. Tolls vary according to the vehicle class (number of truck axles). The tolls were not increased in 2004. Cash fares for light-duty trucks range from \$1.25 for a Class 4, 2-axle truck to \$3.75 for a Class 1, 3-axle truck. For Class 6 (2-axle trucks) the toll is \$2.50. At this time, the Atlantic Beach Bridge does not utilize the E-ZPass system. Exhibit A gives the toll structure for the various categories.

Commercial Vehicle Registrations

Despite rule changes by some agencies, there was a 13 percent (2.4 million) increase in 2004 over 2003 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 registrations (1.9 million or 80 percent of total commercial registrations) and also reported the highest rate of increase (8.5 percent). The downstate New York area received 255,000 commercial registrations, which accounted for 10.8 percent of the total, a decrease of 2 percent (387 registrations), due mostly to a decline in truck ownership in New York City (only Richmond and Kings county registered increases in registration numbers). In the New York suburbs, registrations increased by 182,000 or 1 percent. The Hudson Valley suburbs registered a 9 percent decrease (mostly in Orange and Dutchess counties), and Long Island counties (Nassau and Suffolk) registered an increase of 7 percent, mostly in Nassau County.

Figure I
Commercial Vehicle Registration
2004



Source: Toll Agency data

The southwest Connecticut counties, with 217,000 commercial registrations, accounted for 9.2 percent of all tri-state truck registrations, a 6.3 percent increase. Starting in 1999, the Connecticut recording system lists vehicle registration by county (Fairfield, Litchfield and New Haven), rather than by six planning regions, as was practiced up to 1999.

Table 21 (Exhibit B) shows an overview of commercial vehicle registrations between 1984 and 2004.

Conclusion

• Trucking Share in the United States

Compared to other freight transportation modes, trucking continues to dominate freight transportation. Trucking dominance of general commodity and small package transport ensures that trucks will continue to gain shares on both volume and revenue. According to the "U.S. Freight Transportation Forecast ... to 2016" (issued by the American Trucking Association, Inc. in 2005), trucking companies in 2004 had to deal with increased price of fuel, high insurance costs, capacity shortage, and new hours-of-service regulations, but their biggest challenge was finding and retaining qualified drivers. Nevertheless, trucking's share of total tonnage in the domestic freight market is projected to rise from 67.9 percent in 2002 to 68.2 percent in 2004, and to 69.1 percent by 2016. Total revenue derived from primary freight shipments in the U.S. will increase from \$765.3 billion in 2004 to \$1,306 billion in 2016, an increase of almost 71 percent over the next 12 years, and trucks share of total revenue will approach 88 percent by 2016. For summary of freight volume and revenue forecast up to 2016 see table.

Summary of Primary Freight Forecast by Mode and Type of Freight - Volume and Revenue

	Volume-Millions of Tons			Share by Mode (%)			Average Annual Growth Rate (%)		
	2004	2010	2016	2004	2010	2016	2005-2010	2011-2016	2005-2016
Total	14,434.8	16,614.8	18,853.0	100	100	100	2.5	2.2	2.4
Truck	9,838.2	11,422.7	13,023.3	68.2	68.6	69.1	2.7	2.3	2.5
Rail	2,056.7	2,309.6	2,560.3	14.2	13.9	13.6	2	1.8	1.9
Rail Intermodal	190.2	258	338.3	1.3	1.6	1.8	5.9	5.2	5.6
Air	18.1	24.1	31.6	0.1	0.1	0.2	5.5	5.1	5.3
Water	1,075.0	1,226.6	1,353.2	7.7	7.4	7.2	2.4	1.7	2
Pipeline	1,256.7	1,400.8	1,537.3	8.7	8.4	8.2	1.9	1.6	1.8

	Revenue - Billions of \$			Share by Mode (%)			Average Annual Growth Rate (%)		
	2004	2010	2016	2004	2010	2016	2005-2010	2011-2016	2005-2016
Total	765.3	1,010.6	1,306.0	100	100	100	5.3	4.9	5.1
Truck	671.2	888.5	1,148.6	87.7	87.9	87.9	5.4	4.9	5.1
Rail	32.9	40.9	50.9	4.3	4	3.9	4	4.1	4
Rail Intermodal	8.6	12.8	19	1.1	1.3	1.5	8.2	8	8.1
Air	14	21.5	32.3	1.8	2.1	2.5	8.9	8.4	8.6
Water	8.6	11	13.4	1.1	1.1	1	4.7	3.6	4.2
Pipeline	30.0	35.8	41.8	3.9	3.5	3.2	3.2	2.8	3.0

Increasingly, the trucking sector mirrors 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. Possible future changes in truck size and weight would affect the productivity of a truck, but the present forecast does not consider substantial changes in operating regulations.

• Economic Growth in the Metropolitan Region

Forecast economic growth in the 10-county NYMTC region predicts significant increases in the volume of freight, from 333 million annual tons in 1998 to 490.5 million annual tons in 2025, a 47 percent increase (see NYMTC Regional Freight Plan). Trucking plays a critical role in the freight transportation system in the U.S. and even more so in the New York metropolitan area. Except for an insignificant decrease of 0.2 percent in 2003, the number of truck trips rose steadily in the region over the last 10 years. The 2004 figure for the New York metropolitan region reflects growth of 4.3 percent over 2003 in truck trips, from 80.5 million to 84 million trips. New York State and the NYMTC region (inter-regional shipments) are the region's largest trading partners, followed by the Mid-Atlantic Southeast and Midwest states.

Short and long-term prospects for truck transportation remain positive: 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 5 years suggests a very healthy operating climate for motor carriers. Gross state product growth rate in New England and Middle-Atlantic census regions (encompassing the New York metropolitan area) 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 and 1.4 percent, respectively, during 2004-2014. The strong growth is shown in



truck vehicle demand where truck volume cumulative growth in 2003-2014 will reach 28.7 percent for Class 8, 24 percent for Class 6 and 7, and 50 percent for Class 3 to 5. 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 (Demographic and Socioeconomic Forecasting, NYMTC, 2004), is anticipated to increase by 3 percent in the New York metro area by 2025. 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 U.S.A. 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 an increase of 3.1 percent in the U.S., and 4.1 percent in the NY-NJ-CT-PA area. For new vehicle purchases CPI decreased by 0.4 percent in the U.S. market for the twelve month period ended in December 2004.

In 2004, tolls did not increase at the region's facilities. The lower rates offered under the E-ZPass system by most agencies and by the introduction of flexible pricing by the PANY&NJ, NYSTA and NJT provided the trucking industry with greater commuter choice. Attachment C shows the dates of implementation of E-ZPass at the various toll barriers and interchanges.

- Trucking Industry Share in the Metropolitan Region**

Vehicle mode choice revolves around two to eight-axle trucks, although the classification system of some agencies is based on different approaches. 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. The New Jersey Highway Authority (Garden State Parkway) uses both number of axles and weight in its vehicle classification. For example, the smallest (Class 2) are trucks with 2-axles and less than 3.5 tons, while Class 3 includes trucks weighing 3.5 to 5 tons. Class 4 contains trucks weighing 5 plus tons, and Class 5 are 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). The vehicle classification system is discussed in the text and in Attachment C.

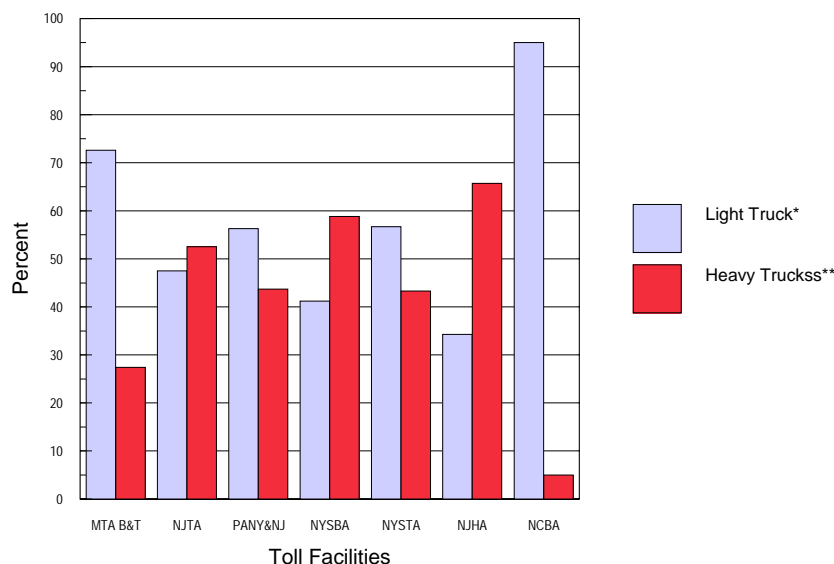
The most popular types in the region were 2-axle and 5-axle trucks, which accounted for 30.7 percent and 40.0 percent of all toll truck trips in 2004. The third most common were 3-axle vehicles, which account for 13.5 percent of all truck trips, followed by 4-axle trucks, with 10.8 percent share of all trips. Large trucks (6-axles and over) accounted for only 5 percent of total regional trips. Over the two-year

period 2003 - 2004 there was a 4.3 percent rise in light duty trucks (two and three-axle) trips, from 35.6 million to 37.1 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, the classification system of some agencies does not clearly relate toll classes and axle number, as discussed above. The number of four and five-axle truck trips in 2004 increased by 4.4 and 3.5 percent, respectively (reaching 9 million truck trips for 4-axle vehicles, and 33.6 million trips for 5-axle vehicles). The large truck (six-axes and

over) trips have increased by 10.2 percent, from 3.8 million in 2003 to 4.2 million trips in 2004. However, this type makes up an insignificant percent of all truck trips. The increase of 3.1 percent occurred in 2-axle truck trips for all agencies except NYSTA, from 1.5 percent for NJT and 1.6 percent (PANY&NJ) to 16.5 percent for NJHA.

Seasonal variation in truck trips remained constant during 2003-2004, with the most heavily traveled season being that of April to June and July to September (21.7 million in spring and 21.8 million in fall season of 2004) when goods are delivered for the upcoming winter season. The high concentration of trucks has been cited as one of the underlying reasons for air pollution. However, the

Figure J
Operating Agencies Share of Truck Toll Volumes by Type
2004



Source: Toll Agency data

* Light trucks - 2 to 4 axles

** Heavy trucks - 5 + axles, over 5 tons

adherence to federal standards imposed in 1990 (clean fuel, change in truck structure) has helped to reduce ground level pollution from highway mobile sources.

The tolled crossings remained sources of only part of truck traffic in the New York area. In 2004, the New York City Department of Transportation operated 47 non-toll bridges, the most popular being the Kosciuszko Bridge over Newton Creek, between the boroughs Brooklyn and Queens, where truck and commercial vans accounted for 6.9 million truck trips. The East River bridges 2004 survey (New York City Department of Transportation report) shows the annual number of trucks and commercial vans (two-way traffic, multiply by number of days in year) as follows:

Brooklyn Bridge: 1,382,100
Manhattan Bridge: 8,344,100

Queensboro Bridge: 6,708,600
Williamsburg Bridge: 4,992,800

• Problems and Solutions

According to **NYMTC's Regional Freight Plan** (issued in June 2004), 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 82.3 percent for inbound freight flow and 79.5 percent of outbound freight flow, water transport accounts for 11.2 and 17.5 percent, respectively,

and the remaining is split between air and rail mode. The major problems confronting goods movement by truck through the region are:

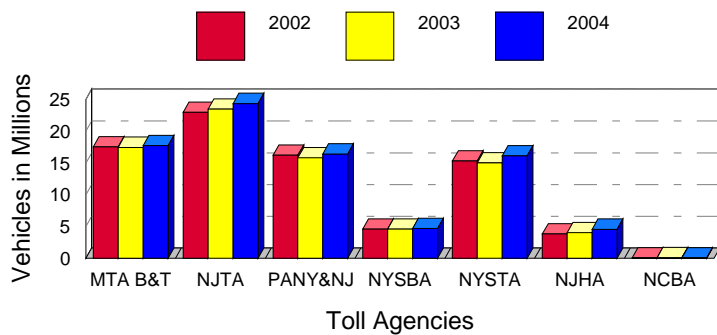
- chronic congestion on main highways and river crossings, that reduce the reliability and consistency of travel times
- limited number of alternative truck routes
- clearance issues and vehicle dimension restrictions at major river crossings and along major truck routes, that limit choices for larger 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. In an effort to reduce vehicle emissions generated by the transportation system, including thousands of trucks, NYMTC promotes alternative modes of travel, clean fuel use, and improvement of traffic flow in the region. New technology may have a great impact on more effective and reliable delivery of goods and on the safety improvement.

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

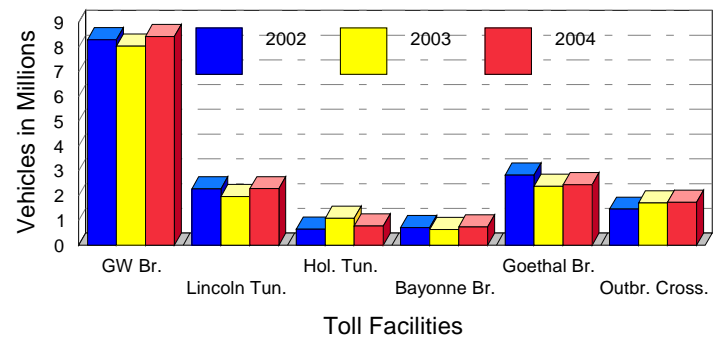
ATTACHMENT A

Figure 1
Toll Agency Annual Truck Toll Volumes
2002-2004



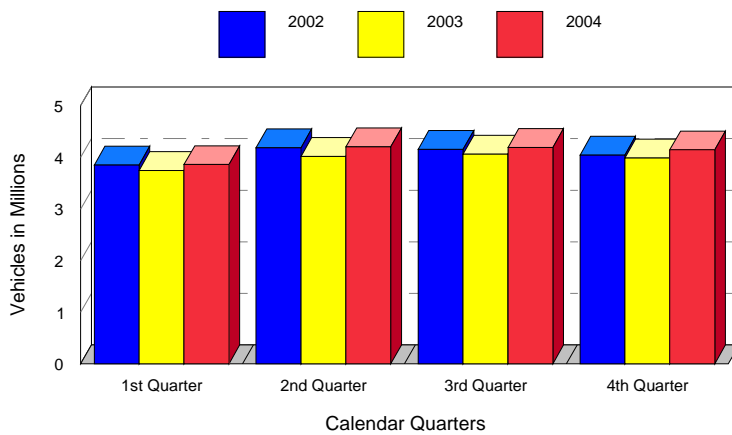
Source: Toll Agency data
NCBA data show volume below 100,000 per year. See Table 1.

Figure 2A
PANY&NJ Annual Truck Toll Volumes by Facility
2002-2004



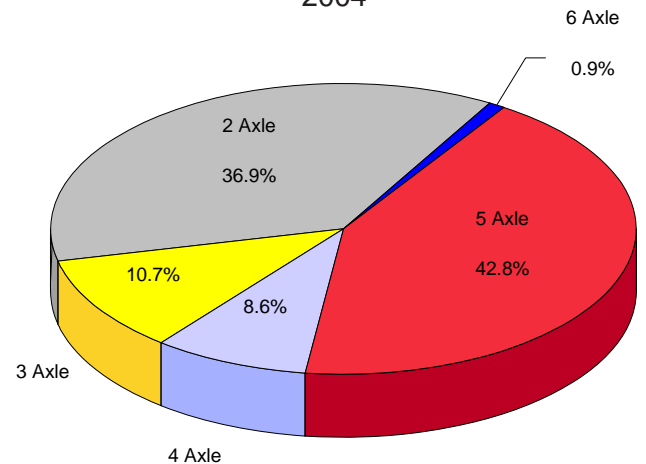
Source: Toll Agency data

Figure 2B
PANYNJ Quarterly Truck Toll Volumes
2002-2004



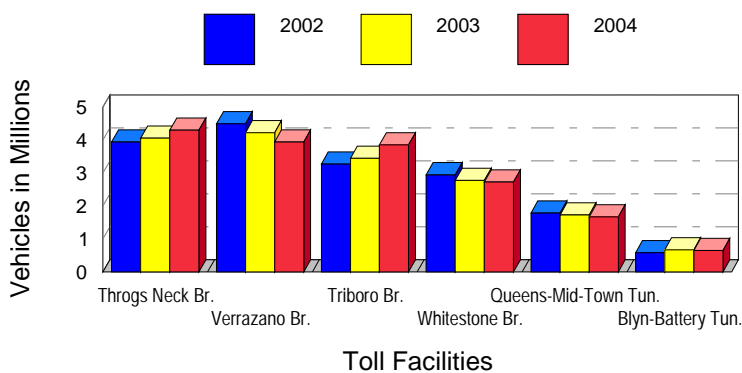
Source: Toll Agency data

Figure 2C
PANY&NJ Truck Toll Volumes by Type
2004



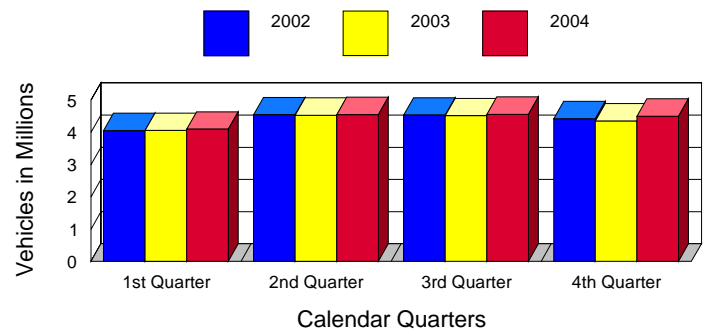
Source: Toll Agency data

Figure 3A
MTA B&T Annual Truck Toll Volumes by Facility
2002-2004



Source: Toll Agency data

Figure 3B
MTA B&T Quarterly Truck Toll Volumes
2002-2004



Source: Toll Agency data

Figure 3C
MTA B&T Truck Toll Volumes by Type
2004

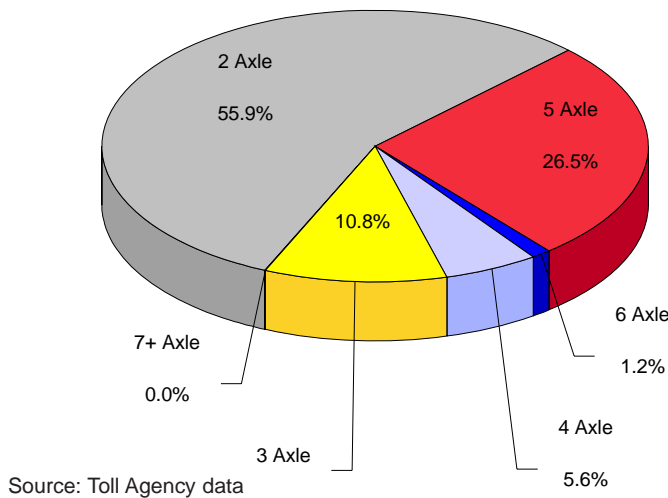


Figure 4A
NYSBA Annual Truck Toll Volumes by Facility
2002-2004

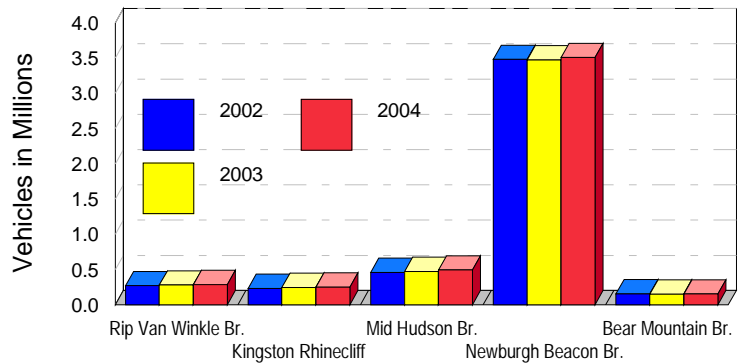


Figure 4B
NYSBA Quarterly Truck Toll Volumes
2002-2004

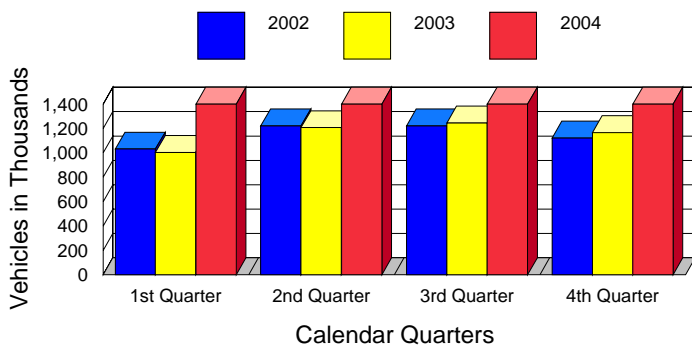


Figure 4C
NYSBA Truck Toll Volumes by Type
2004

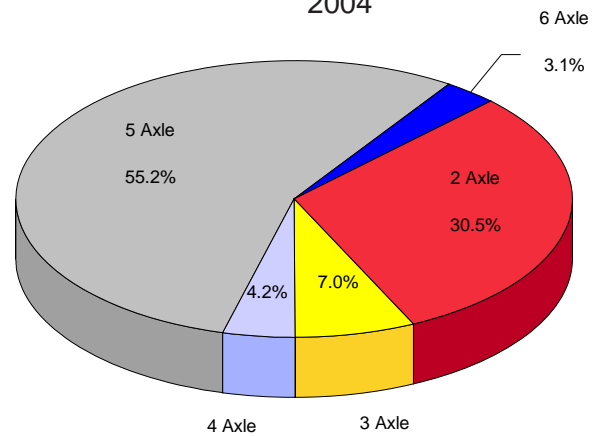


Figure 5A
NYSTA Annual Truck Toll Volumes by Facility
2002-2004

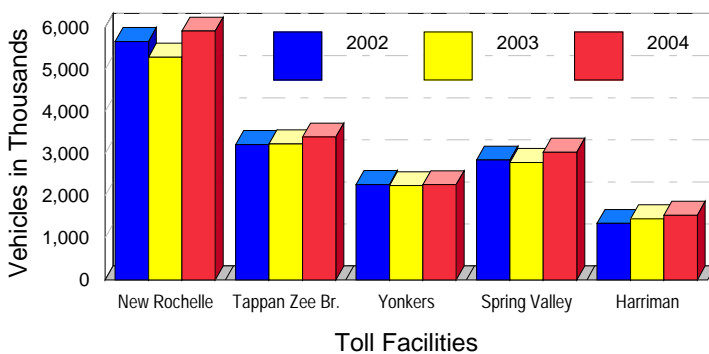


Figure 5B
NYSTA Quarterly Truck Toll Volumes
2002-2004

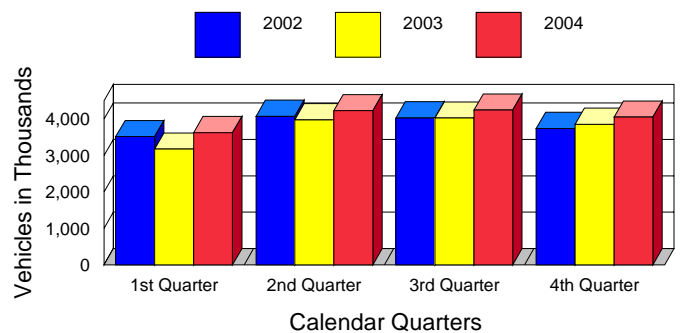
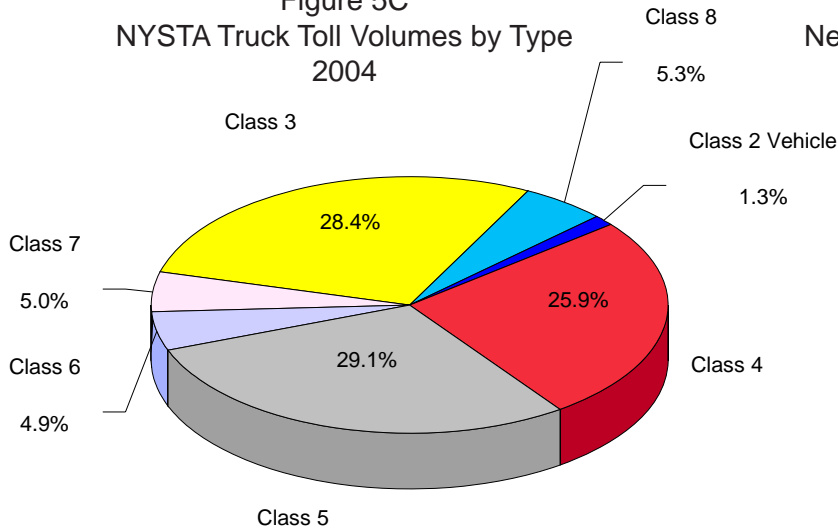
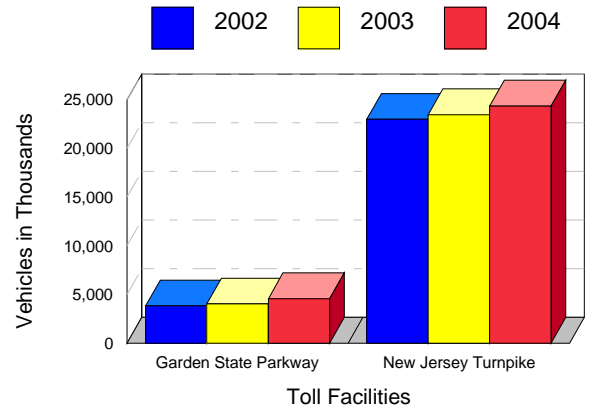


Figure 5C
NYSTA Truck Toll Volumes by Type
2004



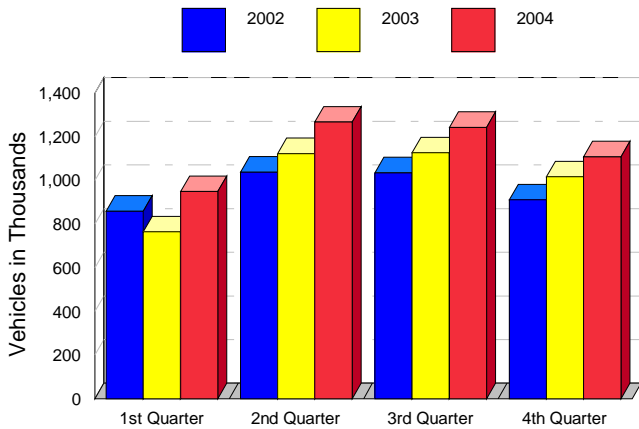
Source: Toll Agency data

Figure 6A
New Jersey Annual Truck Toll Volumes by Agency
2004



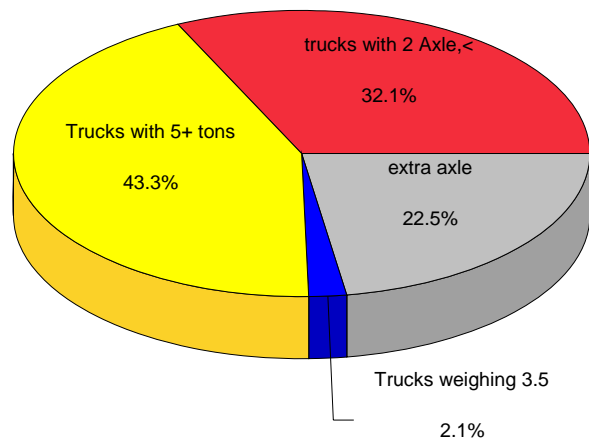
Source: Toll Agency data

Figure 6B
Garden state Parkway, Quarterly Truck Toll
Volumes by Type
2002-2004



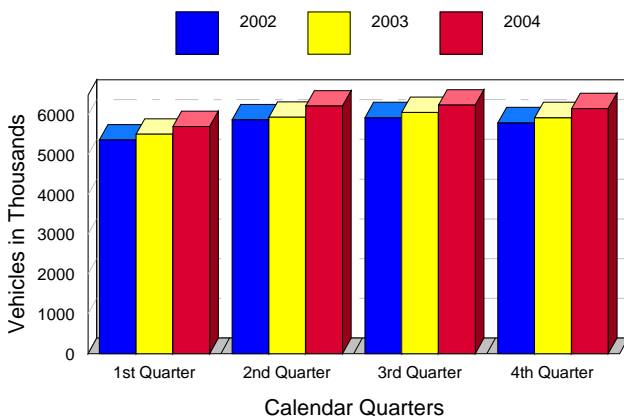
Source: Toll Agency data

Figure 6C
Garden State Parkway, Truck Toll Volumes by Type
2004



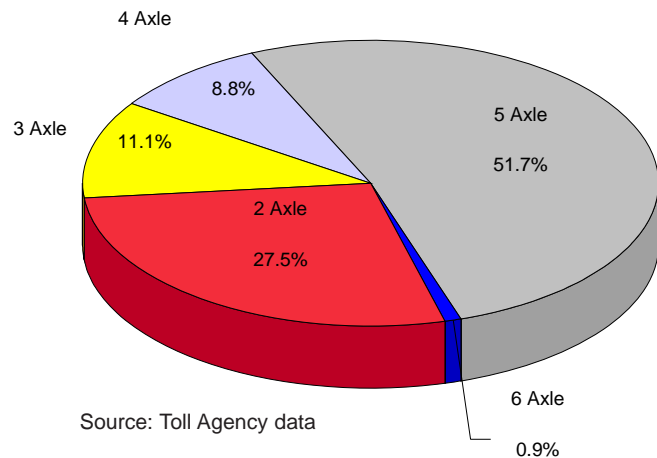
Source: Toll Agency data

Figure 6D
NJ Turnpike, Quarterly Truck Toll Volumes
2002-2004



Source: Toll Agency data

Figure 6E
NJ Turnpike, Truck Toll Volumes by Type
2004



Source: Toll Agency data

Figure 7
NY and NJ Quarterly Truck Toll Volumes by Agency
2003-2004

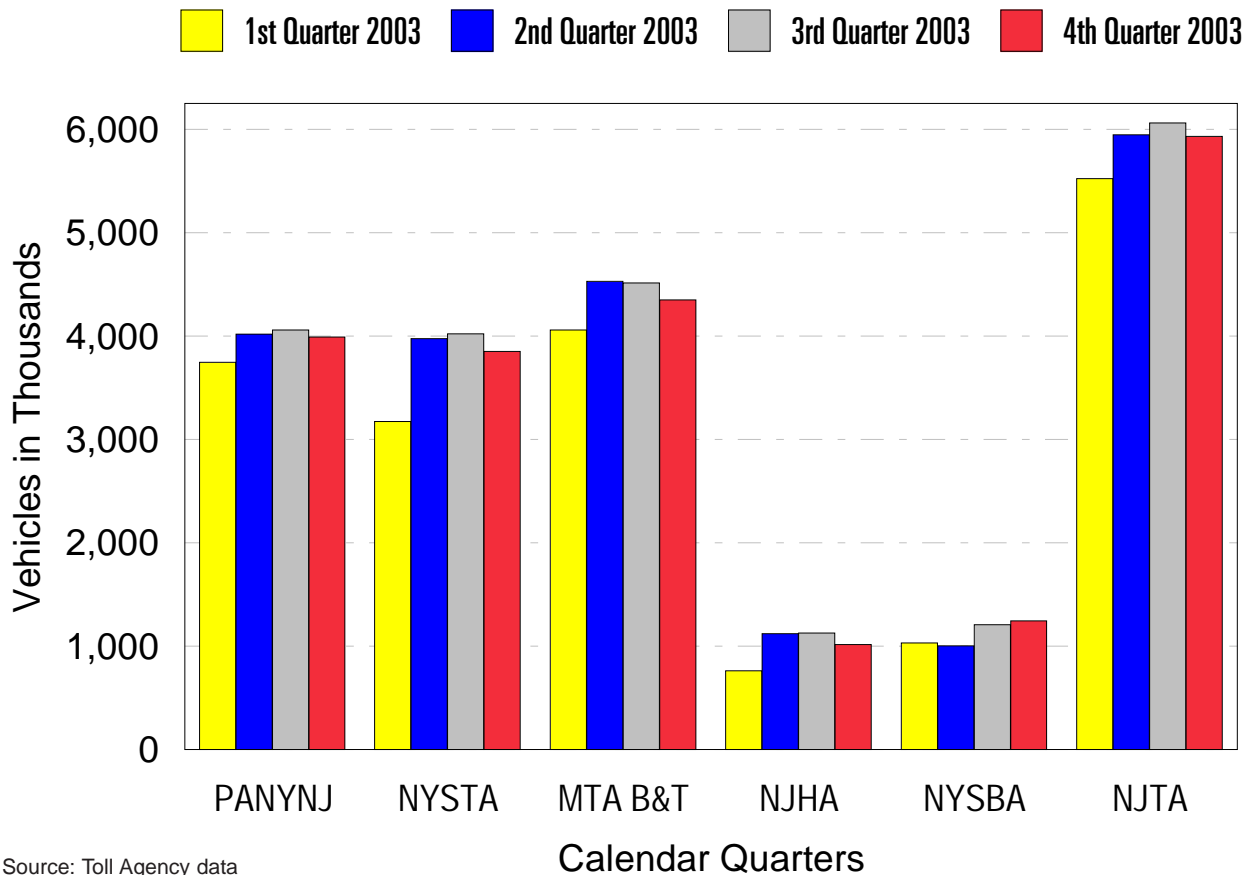


Figure 8
MTA B&T Annual Truck Toll Volumes by Facility
1995-2004

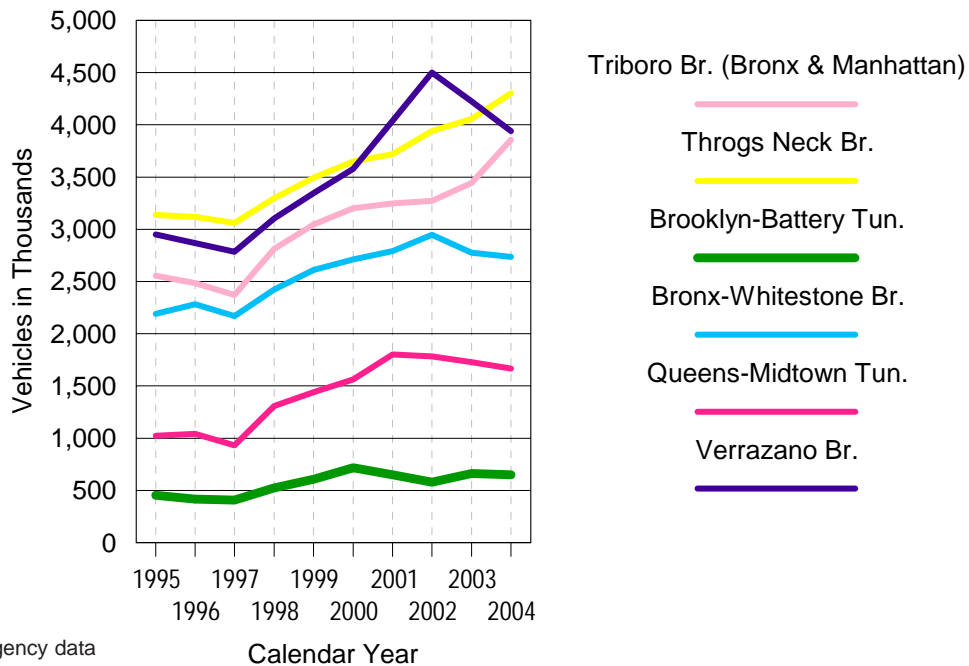


Figure 9
 PANY&NJ Annual Truck Toll Volumes by Facility
 1995-2004

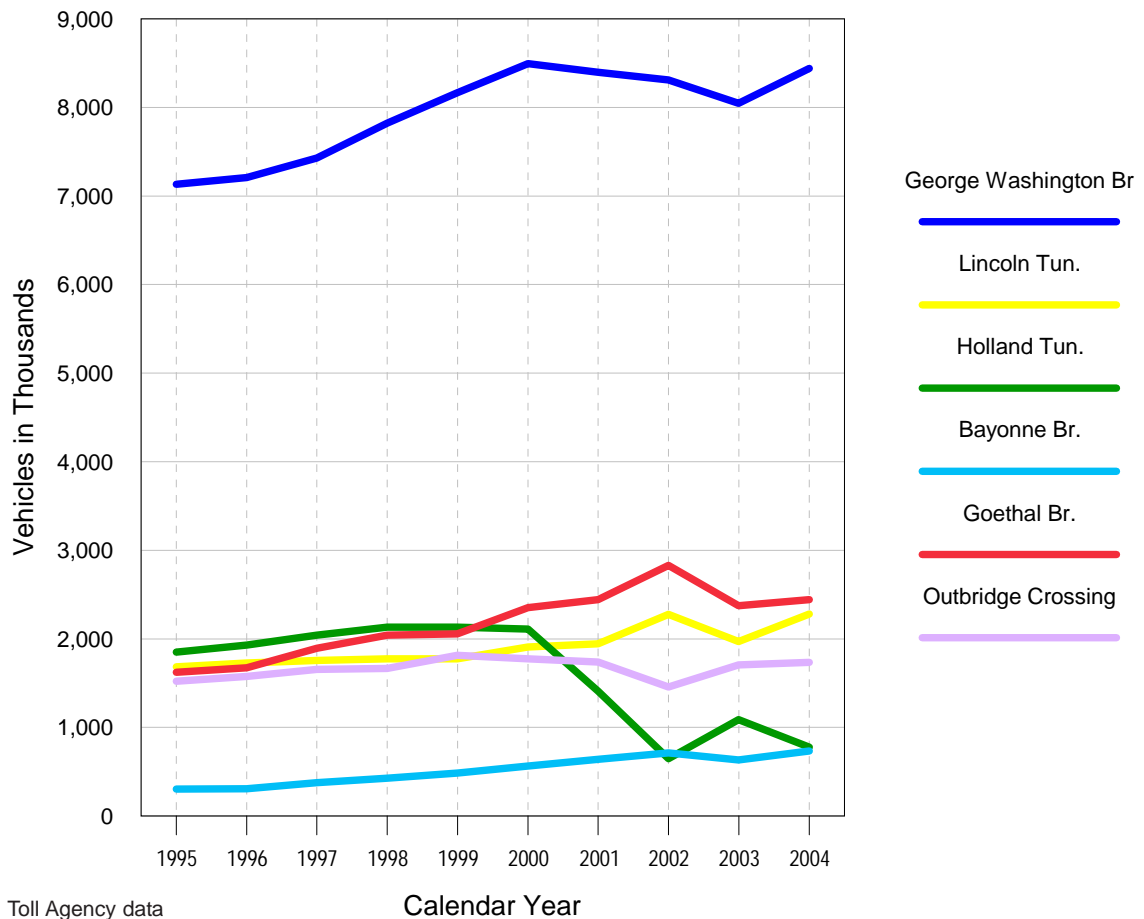


Figure 10
 NJ Turnpike and Garden State Pkwy
 Annual Truck Toll Volumes by Facility
 1995-2004

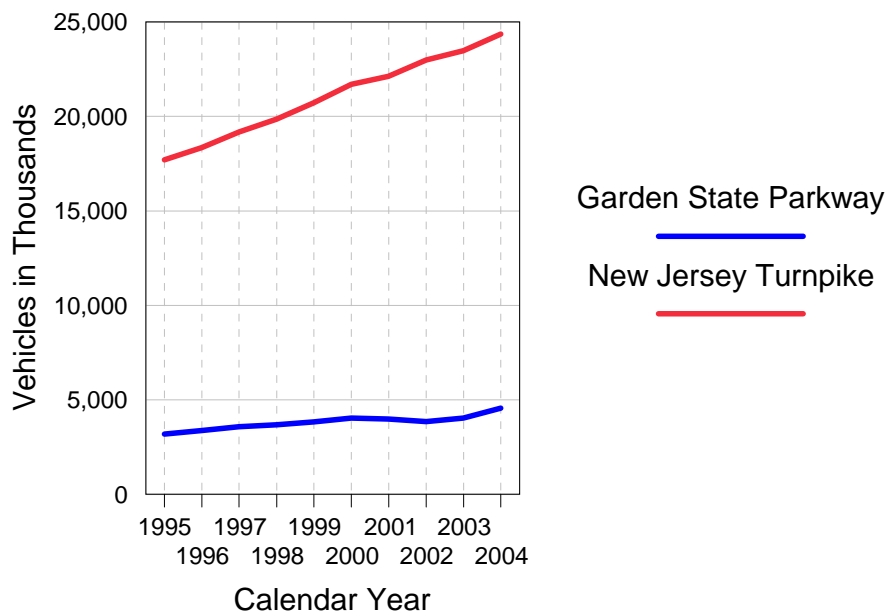
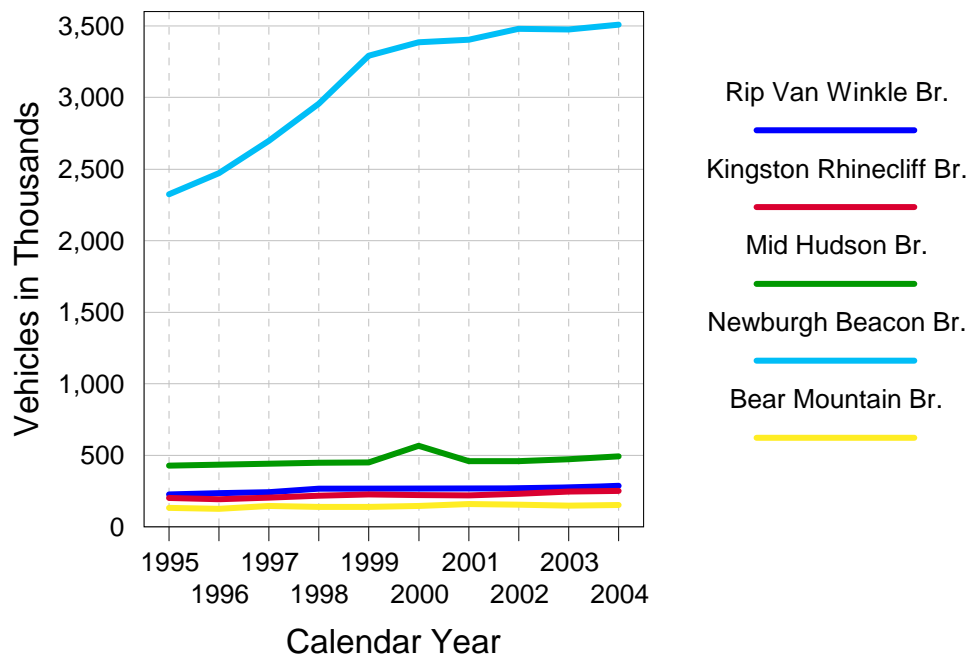
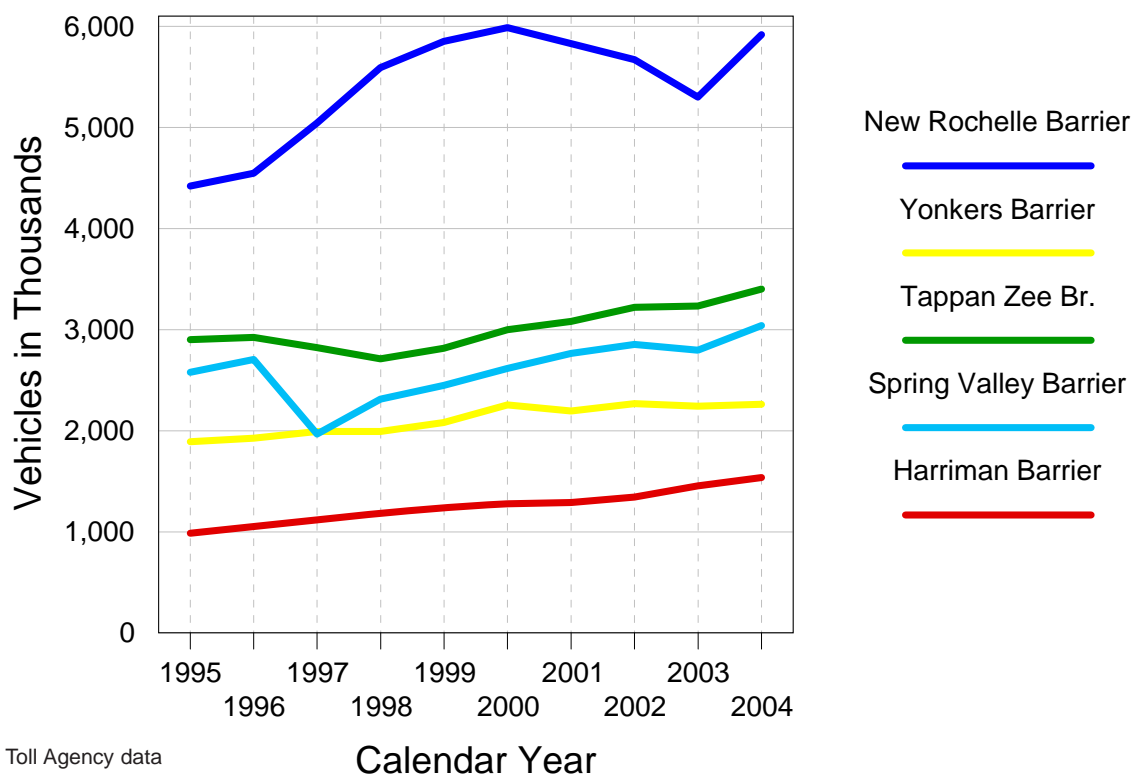


Figure 11
NYSBA Annual Truck Toll Volumes by Facility
1995-2004



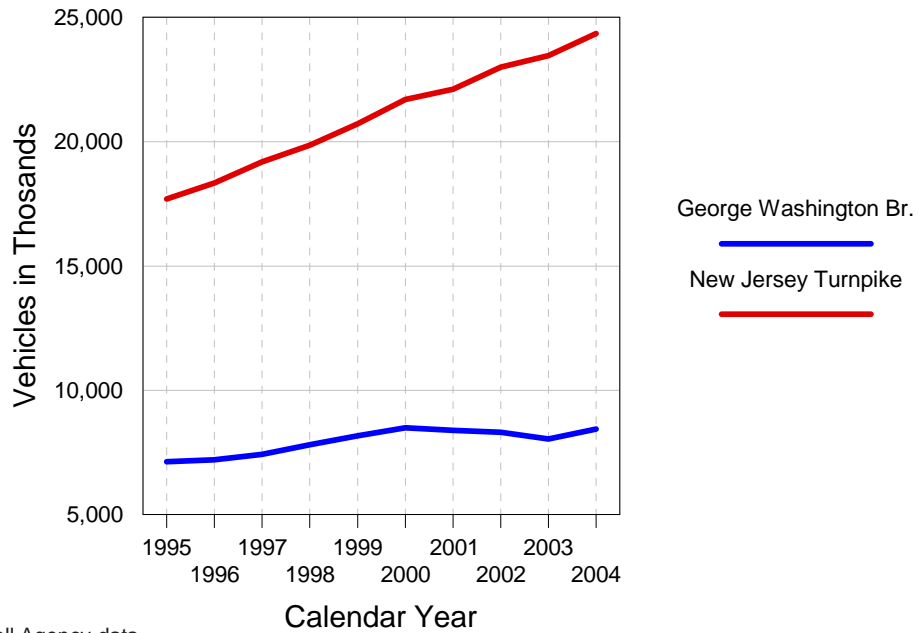
Source: Toll Agency data

Figure 12
NYSTA Annual Truck Toll Volumes by Facility
1995-2004



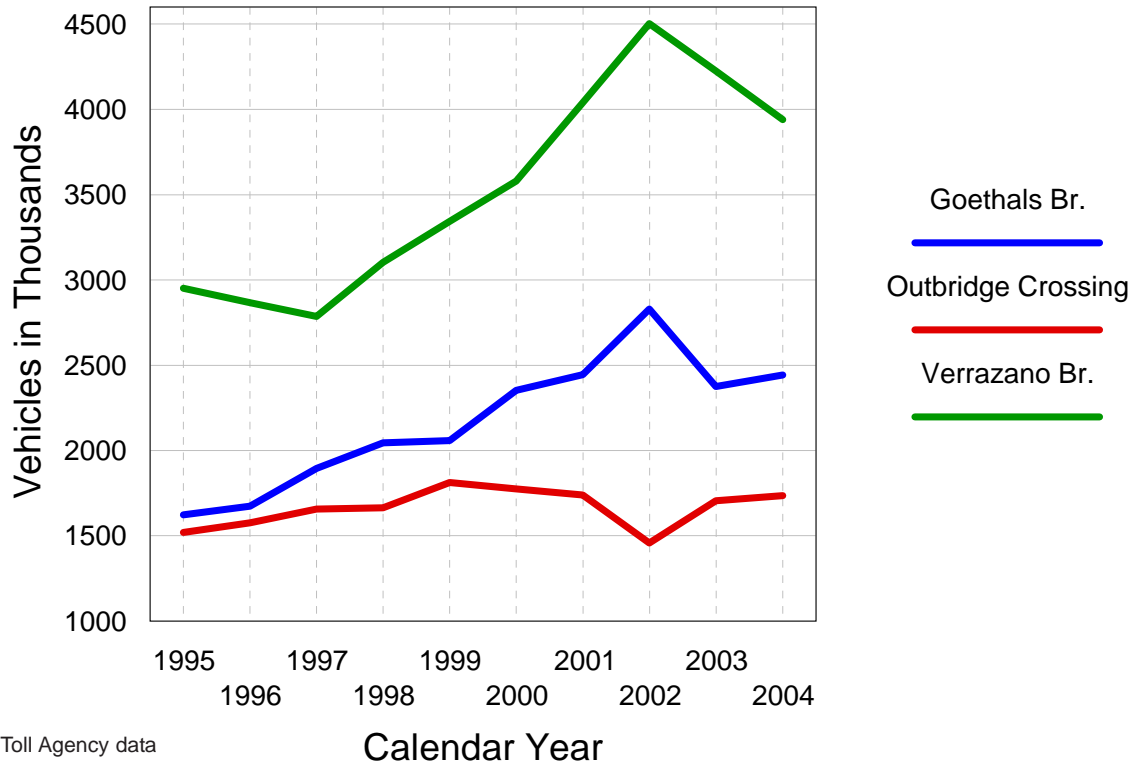
Source: Toll Agency data

Figure 13
Northern Corridor (GWB & NJT)
Annual Truck Toll Volumes by Facility
1995-2004



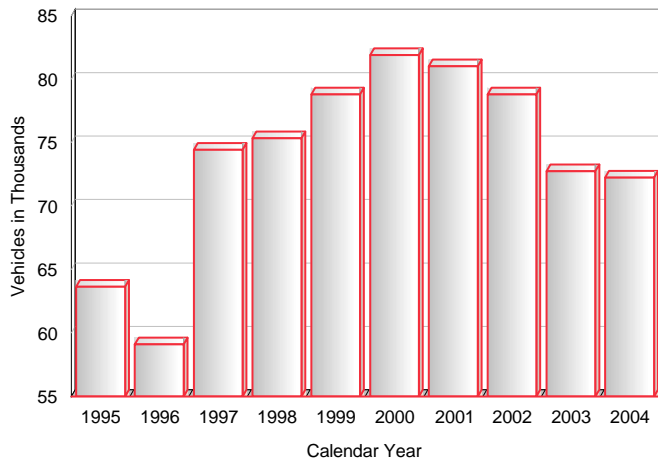
Source: Toll Agency data

Figure 14
Staten Island Annual Truck Toll Volumes by Facility
1995-2004



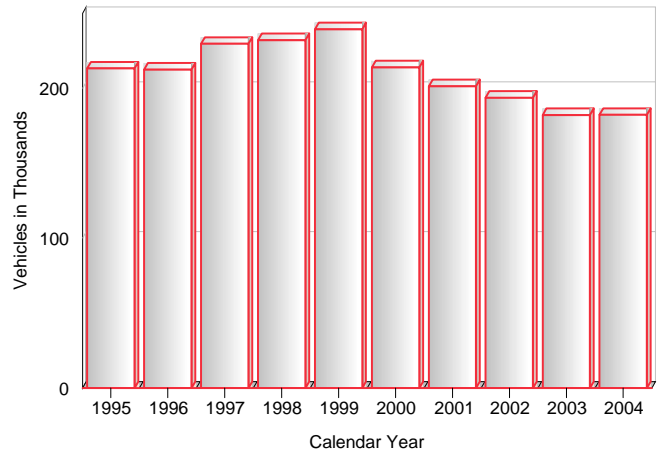
Source: Toll Agency data

Figure 15
Annual Commercial Vehicle Registrations,
New York City, 1995-2004



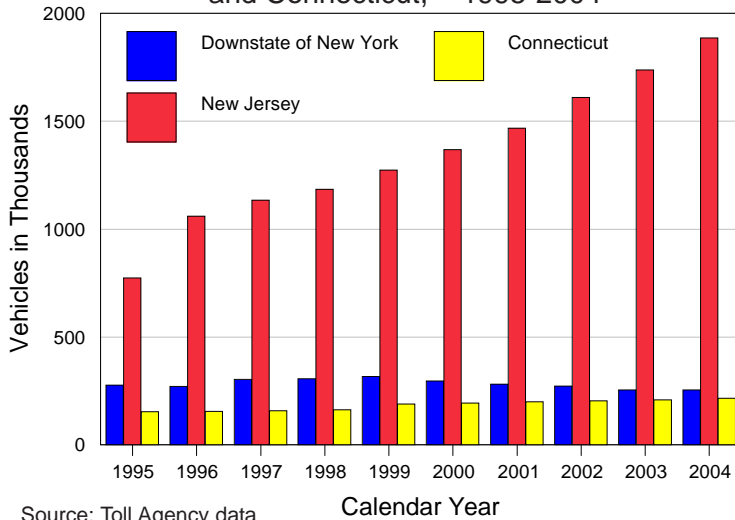
Source: Toll Agency data

Figure 16
Annual Commercial Vehicle Registrations
New York Suburbs, 1995-2004



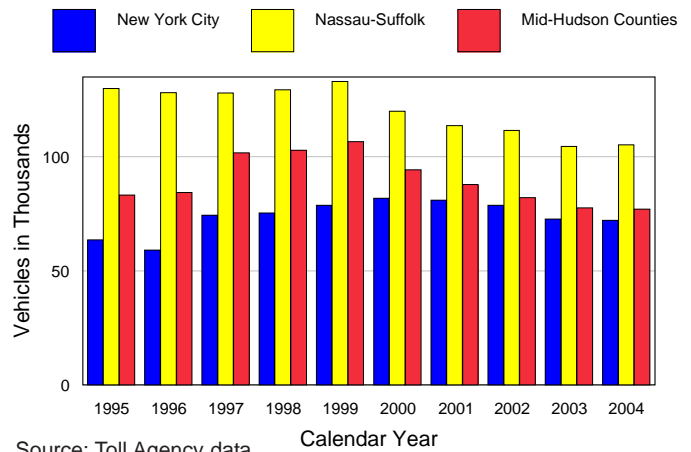
Source: Toll Agency data

Figure 17
Annual Commercial Vehicle Registrations
Downstate New York, New Jersey,
and Connecticut, 1995-2004



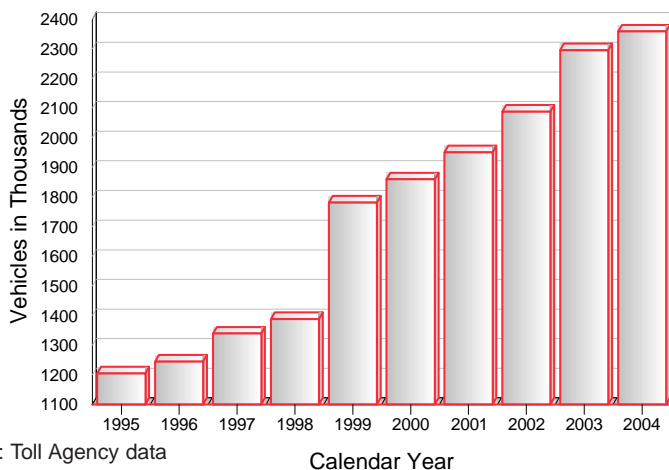
Source: Toll Agency data

Figure 18
Annual Commercial Vehicle Registrations
New York City, Nassau-Suffolk,
and Mid-Hudson Counties, 1995-2004



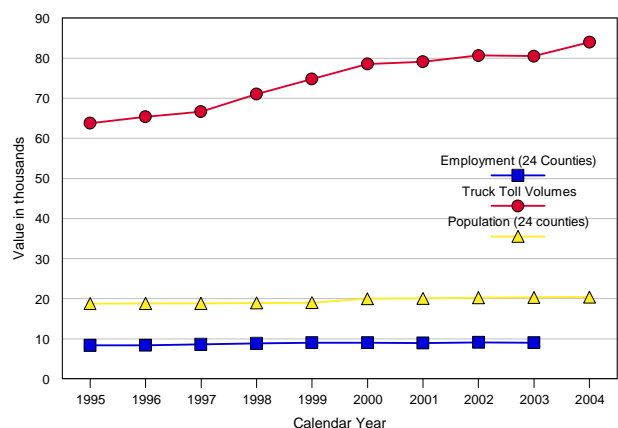
Source: Toll Agency data

Figure 19
Annual Commercial Vehicle Registrations
Total: Downstate New York, New Jersey,
and Connecticut, 1995-2004



Source: Toll Agency data

Figure 20
Truck Toll Volumes, Population and Employment
Total: Downstate New York, New Jersey,
and Connecticut, 1995-2004



Source: Toll Agency data, US Department of Labor, US Bureau of Census. Note: 2004 Employment data not available

ATTACHMENT B

TABLE 1
ANNUAL TRUCK VOLUMES AT NEW YORK-NEW JERSEY TOLL FACILITIES
1984 to 2004

OPERATORS / FACILITIES		Route #	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
1 Port 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	8,438.7	
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	2,282.3	
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	777.7	
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	732.6	
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	2,441.9	
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	1,736.1	
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	16,409.3	
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)	589.0	
2 MTA 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	3,444.7	3,856.4	
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	2,777.6	2,735.2	
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	4,059.3	4,303.2	
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	1,729.5	1,667.3	
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	663.3	650.0	
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	4,226.7	3,939.6	
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	111.5	104.2	
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	171.3	175.3	
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	287.9	
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	17,461.2	17,719.0	
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	(98.9)	257.8	
3 NYState 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	289.1	
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	251.9	
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	494.1	
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	3,508.9	
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	153.6	
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	4,697.6	
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	73.0	
4 New 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	5,916.7	
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	2,262.3	
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	3,401.3	
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	3,037.8	
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	1,536.1	
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	15,366.8	15,024.8	16,154.3	
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)	1,129.5	
5 New 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	4,571.3	
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	529.4		
6 New 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	24,357.2	
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	889.2	
7 Nassau 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</											

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

** Data not available

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

(b) Spring Valley data include buses.

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

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

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

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.

TABLE 2A
COMPARISON OF TRUCK TOLL VOLUME BY AGENCY*
2003 to 2004

OPERATORS	First Quarter		% change 2003/2004	Second Quarter		% change 2003/2004	Third Quarter		% change 2003/2004	Fourth Quarter		% change 2003/2004	Total		% change 2003/2004
	2003	2004		2003	2004		2003	2004		2003	2004		2003	2004	
Port Authority of NY&NJ *	3,747.1	3,860.8	3.0%	4,020.1	4,206.4	4.6%	4,061.7	4,194.5	3.3%	3,991.4	4,147.6	3.9%	15,820.3	16,409.3	3.7%
MTA (Bridges & Tunnels)	4,062.5	4,099.5	0.9%	4,532.2	4,553.0	0.5%	4,515.0	4,564.3	1.1%	4,350.9	4,502.2	3.5%	17,461.2	17,719.0	1.5%
NYS Bridge Authority *	1,003.8	1,051.2	4.7%	1,207.6	1,240.1	2.7%	1,245.8	1,240.8	-0.4%	1,167.3	1,165.6	-0.1%	4,624.6	4,697.6	1.6%
NYS Thruway Authority	3,172.9	3,627.6	14.3%	3,975.6	4,227.9	6.3%	4,023.9	4,244.3	5.5%	3,852.4	4,054.5	5.2%	15,024.8	16,154.3	7.5%
NJHA(Garden St. Pkwy)	765.0	950.1	24.2%	1,133.1	1,268.3	11.9%	1,126.8	1,244.1	10.4%	1,017.0	1,108.8	9.0%	4,041.9	4,571.3	13.1%
NJTA (NJ Turnpike)	5,522.1	5,708.5	3.4%	5,949.2	6,230.0	4.7%	6,062.5	6,255.0	3.2%	5,934.2	6,163.7	3.9%	23,468.0	24,357.2	3.8%
Nassau Cty Bridge Authority	18.7	16.4	-12.3%	26.1	19.8	-24.1%	25.1	19.2	-23.5%	20.0	17.6	-12.0%	89.9	73.0	-18.8%
Total	18,292.1	19,314.1	5.6%	20,843.9	21,745.5	4.3%	21,060.8	21,762.2	3.3%	20,333.2	21,160.0	4.1%	80,530.7	83,981.7	4.3%

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

TABLE 2B
TRUCK TYPE DISTRIBUTION BY AGENCY
In Percent
2003/2004

VEHICLE TYPES	PANYNJ		MTA (B&T)		NYSBA		NYSTA ^, **		NJHA(GSP)		NJTA(NJTpk)		NCBA		Highest Volume***
	2003	2004	2003	2004	2003	2004	2003	2004	2002	2004	2003	2004	2003	2004	
Two-axle	37.7%	36.9%	55.6%	55.9%	30.5%	30.5%	1.4%	1.3%	31.2%	32.1%	27.3%	27.5%	34.7%	9.6%	MTA(B&T)
Three-axle	10.6%	10.7%	11.1%	10.8%	6.9%	7.0%	26.5%	28.4%	0.0%	0.0%	11.3%	11.1%	53.0%	72.5%	NCBA
Four-axle	8.7%	8.6%	5.5%	5.6%	3.9%	4.2%	26.4%	25.9%	1.7%	2.1%	8.9%	8.8%	12.3%	17.9%	NYSTA
Five-axle	42.1%	42.8%	26.5%	26.5%	55.7%	55.3%	30.9%	29.1%	44.4%	43.3%	51.8%	51.7%	0.0%	0.0%	NYSBA
Six-axle & over	0.9%	0.9%	1.2%	1.2%	3.1%	3.1%	14.8%	15.2%	22.7%	22.5%	0.8%	0.9%	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
OPERATING AGENCIES' TRUCK VOLUME, BY TYPES
In Thousands
2003-2004

VEHICLE TYPES	PANYNJ		MTA(B&T)		NYSBA		NYSTA ^, **		NJHA(GSP)		NJTA(NJTpk)		NCBA		Total 2003 Volume	Total 2004 Volume	Percent 2004/2003
	2003	2004	2003	2004	2003	2004	2003	2004	2003	2004	2003	2004	2003	2004			
Two-axle	5,963.1	6,058.9	9,711.7	9,904.5	1,409.1	1,430.8	207.9	205.6	1,261.2	1,469.1	6,408.6	6,700.3	31.2	7.0	24,992.8	25,776.2	3.1%
Three-axle	1,677.4	1,759.9	1,936.2	1,915.9	317.4	329.7	3,982.1	4,593.3	0.0	0.0	2,642.1	2,713.6	47.7	52.9	10,602.9	11,365.3	7.2%
Four-axle	1,377.6	1,413.2	967.1	987.9	179.6	195.4	3,959.4	4,189.8	69.8	97.9	2,087.3	2,135.2	11.1	13.1	8,651.9	9,032.5	4.4%
Five-axle	6,660.9	7,025.0	4,635.0	4,696.5	2,575.9	2,597.3	4,645.5	4,707.1	1,795.3	1,977.5	12,149.7	12,599.5	0.0	0.0	32,462.3	33,602.9	3.5%
Six-axle & over	141.3	152.3	210.2	214.1	142.6	144.4	2,229.9	2,458.5	915.6	1,026.8	180.3	208.6	0.0	0.0	3,819.9	4,204.7	10.1%
Total	15,820.3	16,409.3	17,461.2	17,719.0	4,624.6	4,697.6	15,024.8	16,154.3	4,041.9	4,571.3	23,468.0	24,357.2	90.0	73.0	80,530.7	83,981.7	4.3%

** 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*- 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)	4,062.3	22.2%	4,531.9	21.7%	4,515.0	21.4%	4,350.9	21.4%	17,461.2	0.0%
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	28.5%	6,062.5	28.8%	5,934.2	29.2%	23,468.1	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	18,291.9	100.0%	20,843.6	100.0%	21,060.8	100.0%	20,333.3	100.0%	80,530.7	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*- 2004
In Thousands

OPERATORS	First Quarter 2004 % share		Second Quarter 2004 % share		Third Quarter 2004 % share		Fourth Quarter 2004 % share		Total 2004 % share	
Port Authority of NY & NJ	3,860.8	20.0%	4,206.4	19.3%	4,194.5	19.3%	4,147.6	19.6%	16,409.3	19.5%
MTA (Bridges &Tunnels)	4,099.5	21.2%	4,552.9	20.9%	4,564.3	21.0%	4,502.2	21.3%	17,718.9	21.1%
NYS Bridge Authority	1,051.2	5.4%	1,240.1	5.7%	1,240.8	5.7%	1,165.6	5.5%	4,697.7	5.6%
NYS Thruway Authority	3,627.6	18.8%	4,227.9	19.4%	4,244.3	19.5%	4,054.5	19.2%	16,154.3	19.2%
NJ Highway Authority (GSP)	950.1	4.9%	1,268.3	5.8%	1,244.1	5.7%	1,108.8	5.2%	4,571.3	5.4%
NJ Turnpike Authority (NJTpke)	5,708.5	29.6%	6,230.0	28.6%	6,255.0	28.7%	6,163.7	29.1%	24,357.2	29.0%
Nassau County Bridge Authority	16.4	0.1%	19.8	0.1%	19.2	0.1%	17.6	0.1%	73.0	0.1%
Total	19,314.1	100.0%	21,745.4	100.0%	21,762.2	100.0%	21,160.0	100.0%	83,981.7	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

2003 - 2004

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change
Rip Van Winkle Bridge	57,600	59,584	3.4%	71,934	75,732	5.3%	77,168	78,168	1.3%	72,754	75,592	3.9%	279,456	289,076	3.4%
Kingston-Rhinecliff Bridge	50,270	55,752	10.9%	63,906	67,930	6.3%	69,424	66,800	-3.8%	63,424	61,440	-3.1%	247,024	251,922	2.0%
Mid-Hudson Bridge	106,176	110,886	4.4%	123,032	125,510	2.0%	123,660	129,110	4.4%	120,978	128,622	6.3%	473,846	494,128	4.3%
Newburgh Beacon Bridge	759,530	792,396	4.3%	908,192	928,580	2.2%	933,802	925,494	-0.9%	873,022	862,442	-1.2%	3,474,546	3,508,912	1.0%
Bear Mountain Bridge	30,262	32,536	7.5%	40,520	42,314	4.4%	41,776	41,206	-1.4%	37,158	37,504	0.9%	149,716	153,560	2.6%
Tappan Zee Bridge	698,712	748,348	7.1%	852,602	895,456	5.0%	868,830	903,664	4.0%	813,172	853,880	5.0%	3,233,316	3,401,348	5.2%
George Washington Bridge	1,910,328	1,983,014	3.8%	2,055,862	2,148,182	4.5%	2,060,858	2,172,408	5.4%	2,019,180	2,135,060	5.7%	8,046,228	8,438,664	4.9%
Lincoln Tunnel	486,612	471,432	-3.1%	492,438	498,260	1.2%	493,220	617,362	25.2%	498,074	695,216	39.6%	1,970,344	2,282,270	15.8%
Holland Tunnel	237,734	287,078	20.8%	265,408	305,782	15.2%	290,770	131,704	-54.7%	294,298	53,156	-81.9%	1,088,210	777,720 *	-28.5%
Verrazano Narrows Bridge	1,009,346	933,822	-7.5%	1,110,798	1,004,450	-9.6%	1,092,474	1,027,394	-6.0%	1,014,154	973,888	-4.0%	4,226,772	3,939,554	-6.8%
Total	5,346,570	5,474,848	2.4%	5,984,692	6,092,196	1.8%	6,051,982	6,093,310	0.7%	5,806,214	5,876,800	1.2%	23,189,458	23,537,154	1.5%

* Holland Tunnel closed for commercial traffic from August 2004

TABLE 5
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
EAST RIVER CROSSINGS

2003 - 2004

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total		
	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change
Triborough Bridge	778,571	875,098	12.4%	867,752	963,424	11.0%	900,894	1,003,675	11.4%	896,764	1,014,174	13.1%	3,443,981	3,856,371	12.0%
Bronx Whitestone Bridge	686,344	653,271	-4.8%	738,268	701,555	-5.0%	685,570	696,183	1.5%	666,615	684,172	2.6%	2,776,797	2,735,181	-1.5%
Throgs Neck Bridge	894,519	961,905	7.5%	1,049,109	1,131,859	7.9%	1,083,444	1,125,165	3.9%	1,029,889	1,084,163	5.3%	4,056,961	4,303,092	6.1%
Queens Midtown Tunnel	403,229	385,371	-4.4%	447,557	436,776	-2.4%	447,015	415,998	-6.9%	431,384	429,129	-0.5%	1,729,185	1,667,274	-3.6%
Brooklyn Battery Tunnel	158,345	157,106	-0.8%	169,077	166,846	-1.3%	168,144	158,601	-5.7%	167,580	167,426	-0.1%	663,146	649,979	-2.0%
Total	2,921,008	3,032,751	3.8%	3,271,763	3,400,460	3.9%	3,287,070	3,399,622	3.4%	3,194,235	3,381,068	5.8%	12,670,070	13,211,897	4.3%

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

TABLE 6
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
STATEN ISLAND CROSSINGS
 2003 - 2004

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004 % change
Bayonne Bridge	151,228	147,588	-2.4%	161,956	173,088	6.9%	165,920	200,426	20.8%	154,536	211,532	36.9%	633,640	732,634 15.6%
Goethals Bridge	582,858	565,748	-2.9%	602,452	613,434	1.8%	604,704	641,390	6.1%	585,526	621,294	6.1%	2,375,540	2,441,866 2.8%
Outerbridge Crossing	378,344	405,906	7.3%	441,982	467,696	5.8%	446,194	431,200	-3.4%	439,820	431,308	-1.9%	1,706,340	1,736,110 1.7%
Total	1,112,430	1,119,242	0.6%	1,206,390	1,254,218	4.0%	1,216,818	1,273,016	4.6%	1,179,882	1,264,134	7.1%	4,715,520	4,910,610 4.1%

TABLE 7
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
HARLEM RIVER CROSSING
 2003 - 2004

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004 % change
Henry Hudson Bridge	28,112	26,918	-4.2%	29,411	26,117	-11.2%	24,134	23,225	-3.8%	29,751	27,975	-6.0%	111,408	104,235 -6.4%

TABLE 8
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
SOUTH SHORE CROSSINGS
 2003 - 2004

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004 % change
Marine Parkway Bridge	39,488	39,548	0.2%	45,992	45,762	-0.5%	41,934	44,699	6.6%	43,835	45,320	3.4%	171,249	175,329 2.4%
Cross Bay Bridge	63,674	66,458	4.4%	72,771	76,152	4.6%	70,293	69,327	-1.4%	70,445	75,924	7.8%	277,183	287,861 3.9%
Atlantic Beach Bridge	18,681	16,389	-12.3%	26,137	19,820	-24.2%	25,096	19,227	-23.4%	20,037	17,550	-12.4%	89,951	72,986 -18.9%
Total	121,843	122,395	0.5%	144,900	141,734	-2.2%	137,323	133,253	-3.0%	134,317	138,794	3.3%	523,158	536,176 2.5%

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

TABLE 9 A
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	355,338	294,136	359,872	1,009,346	369,450	379,092	362,256	1,110,798	380,512	357,700	354,262	1,092,474	370,210	314,910	329,034	1,014,154	4,226,772
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	23,189,458

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

TABLE 9 B
MONTHLY TRUCK TOLL VOLUME - 2004
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	19,006	18,722	21,856	59,584	24,312	25,480	25,940	75,732	25,500	26,384	26,284	78,168	28,140	25,118	22,334	75,592	289,076
Kingston-Rhinecliff Bridge	17,590	17,882	20,280	55,752	22,418	22,704	22,808	67,930	22,014	23,094	21,692	66,800	22,120	20,114	19,206	61,440	251,922
Mid-Hudson Bridge	35,938	34,378	40,570	110,886	40,684	41,506	43,320	125,510	42,754	43,696	42,660	129,110	44,708	43,380	40,534	128,622	494,128
Newburgh Beacon Bridge	248,644	245,676	298,076	792,396	300,996	306,474	321,110	928,580	304,260	319,042	302,192	925,494	305,862	286,186	270,394	862,442	3,508,912
Bear Mountain Bridge	9,936	10,184	12,416	32,536	13,406	13,920	14,988	42,314	13,432	14,022	13,752	41,206	13,740	12,832	10,932	37,504	153,560
Tappan Zee Bridge	234,546	234,368	279,434	748,348	280,988	293,990	320,478	895,456	304,690	311,448	287,526	903,664	294,558	284,124	275,198	853,880	3,401,348
George Washington Bridge	625,578	625,168	732,268	1,983,014	705,092	703,688	739,402	2,148,182	710,724	736,532	725,152	2,172,408	723,948	705,530	705,582	2,135,060	8,438,664
Lincoln Tunnel	151,284	147,360	172,788	471,432	165,896	160,694	171,670	498,260	166,606	226,026	224,730	617,362	237,580	229,536	228,100	695,216	2,282,270
Holland Tunnel	89,720	90,650	106,708	287,078	101,702	98,038	106,042	305,782	102,814	14,040	14,850	131,704	17,146	17,808	18,202	53,156	777,720
Verrazano Narrows Bridge	294,318	294,924	344,580	933,822	323,824	330,102	350,524	1,004,450	343,466	354,114	329,814	1,027,394	331,430	322,272	320,186	973,888	3,939,554
Total	1,726,560	1,719,312	2,028,976	5,474,848	1,979,318	1,996,596	2,116,282	6,092,196	2,036,260	2,068,398	1,988,652	6,093,310	2,019,232	1,946,900	1,910,668	5,876,800	23,537,154

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

TABLE 10 A
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	267,192	233,029	278,496	778,717	281,026	295,071	291,842	867,939	306,962	295,088	299,128	901,178	323,671	278,210	294,966	896,847	3,444,681
Bronx Whitestone Bridge	236,352	204,778	245,355	686,485	250,007	249,020	239,532	738,559	238,864	223,377	223,593	685,834	229,697	215,884	221,152	666,733	2,777,611
Throgs Neck Bridge	304,481	262,888	327,563	894,932	341,631	359,400	348,924	1,049,955	370,890	353,731	359,547	1,084,168	385,839	316,128	328,316	1,030,283	4,059,338
Queens Midtown Tunnel	139,247	122,397	141,654	403,298	146,721	151,834	149,057	447,612	153,153	144,946	149,016	447,115	158,733	134,329	138,385	431,447	1,729,472
Brooklyn Battery Tunnel	54,470	47,589	56,354	158,413	55,660	57,450	55,988	169,098	59,261	54,258	54,646	168,165	60,770	52,899	53,937	167,606	663,282
Total	1,001,742	870,681	1,049,422	2,921,845	1,075,045	1,112,775	1,085,343	3,273,163	1,129,130	1,071,400	1,085,930	3,286,460	1,158,710	997,450	1,036,756	3,192,916	12,674,384

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

TABLE 10 B
MONTHLY TRUCK TOLL VOLUME - 2004
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	271,328	275,989	327,781	875,098	308,064	313,244	342,116	963,424	330,454	343,668	329,553	1,003,675	341,970	332,968	339,236	1,014,174	3,856,371
Bronx Whitestone Bridge	203,899	205,858	243,514	653,271	231,630	230,395	239,530	701,555	227,906	235,549	232,728	696,183	226,533	227,837	229,802	684,172	2,735,181
Throgs Neck Bridge	296,550	299,097	366,258	961,905	367,828	369,470	394,561	1,131,859	374,536	380,392	370,237	1,125,165	379,117	358,441	346,605	1,084,163	4,303,092
Queens Midtown Tunnel	113,711	122,398	149,262	385,371	140,895	142,861	153,020	436,776	146,797	136,015	133,186	415,998	145,070	141,222	142,837	429,129	1,667,274
Brooklyn Battery Tunnel	47,076	50,568	59,462	157,106	52,323	54,443	60,080	166,846	57,259	50,170	51,172	158,601	56,305	56,064	55,057	167,426	649,979
Total	932,564	953,910	1,146,277	3,032,751	1,100,740	1,110,413	1,189,307	3,400,460	1,136,952	1,145,794	1,116,876	3,399,622	1,148,995	1,116,532	1,113,537	3,379,064	13,211,897

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

TABLE 11 A
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.

TABLE 11 B
MONTHLY TRUCK TOLL VOLUME - 2004*
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	46,412	44,652	56,524	147,588	57,074	55,936	60,078	173,088	58,396	72,894	69,136	200,426	71,858	71,174	68,500	211,532	732,634
Goethals Bridge	177,256	180,890	207,602	565,748	197,276	193,974	222,184	613,434	208,514	224,094	208,782	641,390	206,240	205,160	209,894	621,294	2,441,866
Outerbridge Crossing	125,420	126,354	154,132	405,906	151,834	154,532	161,330	467,696	144,842	143,424	142,934	431,200	147,654	143,130	140,524	431,308	1,736,110
Total	349,088	351,896	418,258	1,119,242	406,184	404,442	443,592	1,254,218	411,752	440,412	420,852	1,273,016	425,752	419,464	418,918	1,264,134	4,910,610

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

TABLE 12 A
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	9,650	8,861	9,616	28,127	9,831	11,099	8,493	29,423	7,753	6,798	9,614	24,165	11,045	9,441	9,285	29,771	111,486

TABLE 12 B
MONTHLY TRUCK TOLL VOLUME - 2004*
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	9,238	8,970	8,710	26,918	8,540	9,245	8,332	26,117	7,644	7,004	8,577	23,225	9,911	9,670	8,394	27,975	104,235

TABLE 13 A
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	11,419	14,474	39,490	14,450	16,578	14,978	46,006	14,358	12,893	14,706	41,957	15,922	14,061	13,871	43,854	171,307
Cross Bay Bridge	21,900	18,704	23,088	63,692	22,962	25,453	24,365	72,780	23,805	22,024	24,500	70,329	26,487	21,467	22,511	70,465	277,266
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	35,459	44,474	121,863	44,912	51,110	48,901	144,923	47,364	43,693	46,325	137,382	49,888	41,958	42,510	134,356	538,524

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

TABLE 13 B
MONTHLY TRUCK TOLL VOLUME - 2004*
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	11,902	12,133	15,513	39,548	13,966	15,521	16,275	45,762	14,636	15,027	15,036	44,699	15,766	14,397	15,157	45,320	175,329
Cross Bay Bridge	20,728	19,988	25,742	66,458	23,414	26,110	26,628	76,152	23,361	22,482	23,484	69,327	25,939	24,583	25,402	75,924	287,861
Atlantic Beach Bridge	5,411	5,213	5,765	16,389	6,099	6,625	7,096	19,820	6,651	6,532	6,044	19,227	6,091	5,912	5,547	17,550	72,986
Total	41,930	37,334	47,020	122,395	43,479	48,256	49,999	141,734	47,358	44,648	44,041	133,253	47,796	44,892	46,106	138,794	536,176

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

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

OPERATORS	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth 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)	1,402,227	1,203,801	1,456,472	4,062,500	1,491,738	1,544,997	1,495,435	4,532,170	1,555,558	1,470,815	1,489,012	4,515,385	1,582,374	1,357,329	1,411,457	4,351,160	17,461,215
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	6,160,270	5,505,354	6,626,465	18,292,088	6,818,522	7,081,949	6,933,391	20,843,860	7,240,867	6,888,574	6,931,779	21,061,221	7,399,179	6,356,661	6,577,712	20,333,552	80,530,722

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 - 2004
BY OPERATING AGENCY

OPERATORS	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
PANYNJ	1,215,670	1,215,074	1,430,022	3,860,766	1,378,874	1,366,862	1,460,706	4,206,442	1,391,896	1,417,010	1,385,584	4,194,490	1,404,426	1,372,338	1,370,802	4,147,566	16,409,264
MTA (B&T)	1,268,750	1,289,925	1,540,822	4,099,497	1,470,484	1,491,391	1,591,066	4,552,941	1,526,059	1,544,421	1,493,787	4,564,267	1,532,041	1,487,454	1,482,676	4,502,171	17,718,876
NYSBA	331,114	326,842	393,198	1,051,154	401,816	410,084	428,166	1,240,066	407,960	426,238	406,580	1,240,778	414,570	387,630	363,400	1,165,600	4,697,598
NYSTA	1,144,078	1,134,944	1,348,615	3,627,637	1,341,893	1,395,880	1,490,121	4,227,894	1,429,467	1,450,412	1,364,387	4,244,266	1,394,470	1,346,036	1,314,034	4,054,540	16,154,337
NJHA(GSP)	281,381	290,062	378,653	950,096	396,783	422,828	448,652	1,268,263	434,490	423,301	386,331	1,244,122	389,589	368,510	350,740	1,108,839	4,571,320
NJTA(NJTpke)	1,791,402	1,803,648	2,113,408	5,708,458	2,028,496	2,023,098	2,178,400	6,229,994	2,052,822	2,120,993	2,081,229	6,255,044	2,104,250	2,037,269	2,022,159	6,163,678	24,357,174
NCBA	5,411	5,213	5,765	16,389	6,099	6,625	7,096	19,820	6,651	6,532	6,044	19,227	6,091	5,912	5,547	17,550	72,986
Total	6,037,806	6,065,708	7,210,483	19,313,997	7,024,445	7,116,768	7,604,207	21,745,420	7,249,345	7,388,907	7,123,942	21,762,194	7,245,437	7,005,149	6,909,358	21,159,944	83,981,555

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
2003/2004

TOLL FACILITIES*	Vehicle Class(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
		2003	2004	% Change 2003/2004	2003	2004	% Change 2003/2004	2003	2004**	% Change 2003/2004	2003	2004**	% Change 2003/2004	2003	2004	% Change 2003/2004
George Washington Bridge (I-95) (New Jersey-Manhattan)	2	534,046	539,586	1.0%	573,184	600,176	4.7%	596,908	626,400	4.9%	590,076	603,888	2.3%	2,294,214	2,370,050	3.3%
	3	150,042	165,490	10.3%	159,784	168,234	5.3%	166,402	165,006	-0.8%	171,426	163,294	-4.7%	647,654	662,024	2.2%
	Truck-total	684,088	705,076	3.1%	732,968	768,410	4.8%	763,310	791,406	3.7%	761,502	767,182	0.7%	2,941,868	3,032,074	3.1%
	4	199,916	223,678	11.9%	219,140	231,500	5.6%	232,934	214,320	-8.0%	240,354	211,616	-12.0%	892,344	881,114	-1.3%
	5	1,001,596	1,036,726	3.5%	1,079,608	1,124,722	4.2%	1,043,268	1,138,980	9.2%	996,598	1,129,182	13.3%	4,121,070	4,429,610	7.5%
	6	24,728	17,534	-29.1%	24,146	23,550	-2.5%	21,346	27,702	29.8%	20,726	27,080	30.7%	90,946	95,866	5.4%
	Trailer-total	1,226,240	1,277,938	4.2%	1,322,894	1,379,772	4.3%	1,297,548	1,381,002	6.4%	1,257,678	1,367,878	8.8%	5,104,360	5,406,590	5.9%
	Total	1,910,328	1,983,014	3.8%	2,055,862	2,148,182	4.5%	2,060,858	2,172,408	5.4%	2,019,180	2,135,060	5.7%	8,046,228	8,438,664	4.9%
Lincoln Tunnel (I-495) (New Jersey-Manhattan)	2	319,604	309,664	-3.1%	330,604	330,736	0.0%	329,928	423,176	28.3%	336,356	480,466	42.8%	1,316,492	1,544,042	17.3%
	3	94,120	83,392	-11.4%	82,652	82,638	-0.0%	84,224	106,340	26.3%	81,274	121,338	49.3%	342,270	393,708	15.0%
	Truck-total	413,724	393,056	-5.0%	413,256	413,374	0.0%	414,152	529,516	27.9%	417,630	601,804	44.1%	1,658,762	1,937,750	16.8%
	4	32,450	35,686	10.0%	34,910	36,064	3.3%	34,396	37,534	9.1%	35,188	43,998	25.0%	136,944	153,282	11.9%
	5	39,750	41,232	3.7%	43,484	47,460	9.1%	43,038	45,560	5.9%	41,986	47,452	13.0%	168,258	181,704	8.0%
	6	688	1,458	111.9%	788	1,362	72.8%	1,634	4,752	190.8%	3,270	1,962	-40.0%	6,380	9,534	49.4%
	Trailer-total	72,888	78,376	7.5%	79,182	84,886	7.2%	79,068	87,846	11.1%	80,444	93,412	16.1%	311,582	344,520	10.6%
	Total	486,612	471,432	-3.1%	492,438	498,260	1.2%	493,220	617,362	25.2%	498,074	695,216	39.6%	1,970,344	2,282,270	15.8%
Holland Tunnel (I-78) (New Jersey-Manhattan)	2	197,466	239,652	21.4%	221,364	254,852	15.1%	246,508	111,992	-54.6%	248,418	42,976	-82.7%	913,756	649,472	-28.9%
	3	36,058	42,476	17.8%	40,058	45,958	14.7%	39,484	16,746	-57.6%	41,064	8,428	-79.5%	156,664	113,608	-27.5%
	Truck-total	233,524	282,128	20.8%	261,422	300,810	15.1%	285,992	128,738	-55.0%	289,482	51,404	-82.2%	1,070,420	763,080	-28.7%
	4	2,132	2,186	2.5%	1,926	2,444	26.9%	2,126	1,178	-44.6%	2,514	464	-81.5%	8,698	6,272	-27.9%
	5	1,926	2,464	27.9%	1,934	2,300	18.9%	2,478	1,652	-33.3%	2,116	1,226	-42.1%	8,454	7,642	-9.6%
	6	152	300	97.4%	126	228	81.0%	174	136	-21.8%	186	62	-66.7%	638	726	13.8%
	Trailer-total	4,210	4,950	17.6%	3,986	4,972	24.7%	4,778	2,966	-37.9%	4,816	1,752	-63.6%	17,790	14,640	-17.7%
	Total	237,734	287,078	20.8%	265,408	305,782	15.2%	290,770	131,704	-54.7%	294,298	53,156	-81.9%	1,088,210	777,720	-28.5%
Bayonne Bridge (NY-440) (New Jersey-Staten Island)	2	47,878	47,206	-1.4%	49,622	47,296	-4.7%	50,012	60,910	21.8%	66,082	65,912	-0.3%	213,594	221,324	3.6%
	3	21,694	22,278	2.7%	23,576	26,476	12.3%	23,888	33,856	41.7%	21,676	51,536	137.8%	90,834	134,146	47.7%
	Truck-total	69,572	69,484	-0.1%	73,198	73,772	0.8%	73,900	94,766	28.2%	87,758	117,448	33.8%	304,428	355,470	16.8%
	4	12,340	11,948	-3.2%	12,028	14,958	24.4%	11,758	16,804	42.9%	8,512	15,740	84.9%	44,638	59,450	33.2%
	5	67,826	64,880	-4.3%	75,868	83,612	10.2%	78,500	88,000	12.1%	55,802	77,630	39.1%	277,996	314,122	13.0%
	6	1,490	1,276	-14.4%	862	746	-13.5%	1,762	856	-51.4%	2,464	714	-71.0%	6,578	3,592	-45.4%
	Trailer-total	81,656	78,104	-4.3%	88,758	99,316	11.9%	92,020	105,660	14.8%	66,778	94,084	40.9%	329,212	377,164	14.6%
	Total	151,228	147,588	-2.4%	161,956	173,088	6.9%	165,920	200,426	20.8%	154,536	211,532	36.9%	633,640	732,634	15.6%
Goethals Bridge (I-278) (New Jersey-Staten Island)	2	159,128	154,318	-3.0%	171,440	165,300	-3.6%	170,416	188,254	10.5%	162,946	186,628	14.5%	663,930	694,500	4.6%
	3	80,720	74,388	-7.8%	82,282	78,080	-5.1%	81,128	79,854	-1.6%	76,448	81,766	7.0%	320,578	314,088	-2.0%
	Truck-total	239,848	228,706	-4.6%	253,722	243,380	-4.1%	251,544	268,108	6.6%	239,394	268,394	12.1%	984,508	1,008,588	2.4%
	4	42,564	47,774	12.2%	39,714	42,832	7.9%	41,534	44,210	6.4%	43,302	45,178	4.3%	167,114	179,994	7.7%
	5	295,998	284,288	-4.0%	304,932	322,006	5.6%	308,060	323,184	4.9%	298,526	301,328	0.9%	1,207,516	1,230,806	1.9%
	6	4,448	4,980	12.0%	4,084	5,216	27.7%	3,566	5,888	65.1%	4,304	6,394	48.6%	16,402	22,478	37.0%
	Trailer-total	343,010	337,042	-1.7%	348,730	370,054	6.1%	353,160	373,282	5.7%	346,132	352,900	2.0%	1,391,032	1,433,278	3.0%
	Total	582,858	565,748	-2.9%	602,452	613,434	1.8%	604,704	641,390	6.1%	585,526	621,294	6.1%	2,375,540	2,441,866	2.8%
Outerbridge Crossing (NY-440) (New Jersey-Staten Island)	2	128,384	133,826	4.2%	144,924	147,504	1.8%	145,794	150,384	3.1%	141,994	147,842	4.1%	561,096	579,556	3.3%
	3	25,500	31,814	24.8%	28,992	43,504	50.1%	32,226	33,894	5.2%	32,652	33,120	1.4%	119,370	142,332	19.2%
	Truck-total	153,884	165,640	7.6%	173,916	191,008	9.8%	178,020	184,278	3.5%	174,646	180,962	3.6%	680,466	721,888	6.1%
	4	25,224	29,232	15.9%	32,476	35,938	10.7%	35,924	34,592	-3.7%	34,288	33,282	-2.9%	127,912	133,044	4.0%
	5	194,138	206,196	6.2%	230,818	235,656	2.1%	227,438	207,666	-8.7%	225,178	211,550	-6.1%	877,572	861,068	-1.9%
	6	5,098	4,838	-5.1%	4,772	5,094	6.7%	4,812	4,664	-3.1%	5,708	5,514	-3.4%	20,390	20,110	-1.4%
	Trailer-total	224,460	240,266	7.0%	268,066	276,688	3.2%	268,174	246,922	-7.9%	265,174	250,346	-5.6%	1,025,874	1,014,222	-1.1%
	Total	378,344	405,906	7.3%	441,982	467,696	5.8%	446,194	431,200	-3.4%	439,820	431,308	-1.9%	1,706,340	1,736,110	1.7%
All Facilities	2	1,386,506	1,424,252	2.7%	1,491,138	1,545,864	3.7%	1,539,566	1,561,116	1.4%	1,545,872	1,527,712	-1.2%	5,963,082	6,058,944	1.6%
	3	408,134	419,838	2.9%	417,344	444,890	6.6%	427,352	435,696	2.0%	424,540	459,482	8.2%	1,677,370	1,759,906	4.9%
	Truck-total	1,794,640	1,844,090	2.8%	1,908,482	1,990,754	4.3%	1,966,918	1,996,812	1.5%	1,970,412	1,987,194	0.9%	7,640,452	7,818,850	2.3%
	4	314,626	350,504	11.4%	340,194	363,736	6.9%	358,672	348,638	-2.8%	364,158	350,278	-3.8%	1,377,650	1,413,156	2.6%
	5	1,601,234	1,635,786	2.2%	1,736,644	1,815,756	4.6%	1,702,782	1,805,042	6.0%	1,620,206	1,768,368	9.1%	6,660,866	7,024,952	5.5%
	6	36,604	30,386	-17.0%	34,778	36,196	4.1%	33,294	43,998	32.1%	36,658	41,726	13.8%	141,334	152,306	7.8%
	Trailer-total	1,952,464	2,016,676	3.3%	2,111,616	2,215,688	4.9%	2,094,748	2,197,678	4.9%	2,021,022	2,160,372	6.9%	8,179,850	8,590,414	5.0%
	Total	3,747,104	3,860,766	3.0%	4,020,098	4,206,442	4.6%	4,061,666	4,194,490	3.3%	3,991,434	4,147,566	3.9%	15,820,302	16,409,264	3.7%

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

Note: H1 partly closed due to Republic National Convention - September 2004

** From August 2004 to April 2005 Lincoln Tunnel was closed due to safety alert to all commercial traffic, except emergency and construction vehicles with permit.

TABLE 16
COMPARISON OF QUARTERLY MTA-BRIDGES & TUNNELS TRUCK TOLL VOLUME BY FACILITY
2003/2004

TOLL FACILITIES	Vehicle Class(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
		2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change
Triborough Bridge (Manhattan-Bronx-Queens)/ (Bronx-Queens-Manhattan) (I-278)	2	539,180	588,296	9.1%	597,033	649,056	8.7%	605,194	672,915	11.2%	599,880	681,433	13.6%	2,341,287	2,591,700	10.7%
	3	95,328	115,422	21.1%	109,425	130,566	19.3%	121,032	136,685	12.9%	120,147	134,654	12.1%	445,932	517,327	16.0%
	4	21,674	23,648	9.1%	23,146	24,825	7.3%	24,606	26,331	7.0%	24,787	27,270	10.0%	94,213	102,074	8.3%
	5	117,061	139,886	19.5%	129,390	148,917	15.1%	138,780	156,871	13.0%	142,578	159,799	12.1%	527,809	605,473	14.7%
	6	5,256	7,704	46.6%	8,667	9,781	12.9%	11,021	10,584	-4.0%	8,975	10,886	21.3%	33,919	38,955	14.8%
	7 & over**	218	142	-34.9%	278	279	106.6%	545	289	-47.0%	480	132	-72.5%	1,521	842	-44.6%
Truck total	778,717	875,098	12.4%	867,939	963,424	11.0%	901,178	1,003,675	11.4%	896,847	1,014,174	13.1%	3,444,681	3,856,371	12.0%	
Bronx-Whitestone Bridge (Bronx-Queens) (I-278)	2	345,094	322,310	-6.6%	365,714	344,264	-5.9%	333,951	340,063	1.8%	325,538	333,540	2.5%	1,370,297	1,340,177	-2.2%
	3	75,766	71,461	-5.7%	86,416	78,868	-8.7%	79,841	77,728	-2.6%	73,375	72,994	-0.5%	315,398	301,051	-4.5%
	4	48,031	46,093	-4.0%	50,123	51,782	3.3%	48,127	53,913	12.0%	47,420	54,587	15.1%	193,701	206,375	6.5%
	5	210,114	209,375	-0.4%	229,539	222,513	-3.1%	218,474	220,361	0.9%	215,084	218,874	1.8%	873,211	871,123	-0.2%
	6	7,207	3,932	-45.4%	6,435	3,912	-39.2%	5,090	3,937	-22.7%	5,141	3,974	-22.7%	23,873	15,755	-34.0%
	7 & over**	273	100	-63.4%	332	216	126.8%	351	181	-48.4%	175	203	16.0%	1,131	700	-38.1%
Truck total	686,485	653,271	-4.8%	738,559	701,555	-5.0%	685,834	696,183	1.5%	666,733	684,172	2.6%	2,777,611	2,735,181	-1.5%	
Throgs Neck Bridge (Bronx-Queens) (I-295)	2	344,385	367,859	6.8%	395,795	425,916	7.6%	411,701	424,813	3.2%	393,866	416,606	5.8%	1,545,747	1,635,194	5.8%
	3	68,828	69,682	1.2%	83,843	85,849	2.4%	87,022	86,649	-0.4%	78,693	80,328	2.1%	318,386	322,508	1.3%
	4	87,848	92,578	5.4%	98,833	104,685	5.9%	99,824	106,052	6.2%	97,276	102,407	5.3%	383,781	405,722	5.7%
	5	381,856	417,909	9.4%	448,369	489,262	9.1%	461,705	479,170	3.8%	440,347	461,795	4.9%	1,732,277	1,848,136	6.7%
	6	11,438	13,490	17.9%	21,744	25,616	17.8%	22,747	27,841	22.4%	19,535	22,572	15.5%	75,464	89,519	18.6%
	7 & over**	577	387	-32.9%	1,371	631	-54.0%	1,169	640	-45.3%	566	455	-19.6%	3,683	2,113	-42.6%
Truck total	894,932	961,905	7.5%	1,049,955	1,131,959	7.8%	1,084,168	1,125,165	3.8%	1,030,283	1,084,163	5.2%	4,059,338	4,303,192	6.0%	
Queens Midtown Tunnel (Manhattan-Queens) (I-495)	2	344,771	338,209	-1.9%	373,287	369,775	-0.9%	367,746	357,526	-2.8%	365,540	370,714	1.4%	1,451,344	1,436,224	-1.0%
	3	48,127	39,516	-17.9%	63,117	57,597	-8.7%	69,448	50,633	-27.1%	57,152	49,698	-13.0%	237,844	197,444	-17.0%
	4	5,248	4,634	-11.7%	5,546	5,823	5.0%	5,262	4,493	-14.6%	4,672	5,264	12.7%	20,728	20,214	-2.5%
	5	4,305	2,771	-35.6%	4,730	3,288	-30.5%	3,803	3,020	-20.6%	3,521	3,145	-10.7%	16,359	12,224	-25.3%
	6	775	177	-77.2%	871	203	-76.7%	740	214	-71.1%	488	225	-53.9%	2,874	819	-71.5%
	7 & over**	72	64	-11.1%	61	90	47.5%	116	112	-3.4%	74	83	12.2%	323	349	8.0%
Truck total	403,298	385,371	-4.4%	447,612	436,776	-2.4%	447,115	415,998	-7.0%	431,447	429,129	-0.5%	1,729,472	1,667,274	-3.6%	
Brooklyn Battery Tunnel (Manhattan-Brooklyn) (I-278)	2	129,947	135,511	4.3%	138,870	137,816	-0.8%	136,776	132,011	-3.5%	137,689	141,688	2.9%	543,282	547,026	0.7%
	3	21,742	17,810	-18.1%	25,194	25,696	2.0%	26,714	23,610	-11.6%	24,477	22,313	-8.8%	98,127	89,429	-8.9%
	4	1,918	1,082	-43.6%	1,583	1,166	-26.3%	1,762	939	-46.7%	1,416	1,022	-27.8%	6,679	4,209	-37.0%
	5	4,493	2,361	-47.5%	3,039	1,945	-36.0%	2,460	1,749	-28.9%	3,277	1,840	-43.9%	13,269	7,895	-40.5%
	6	244	313	28.3%	387	194	-49.9%	429	271	-36.8%	715	520	-27.3%	1,775	1,298	-26.9%
	7 & over**	69	29	-58.0%	25	29	16.0%	24	21	-12.5%	32	43	34.4%	150	122	-18.7%
Truck total	158,413	157,106	-0.8%	169,098	166,846	-1.3%	168,165	158,601	-5.7%	167,606	167,426	-0.1%	663,282	649,979	-2.0%	
Verrazano-Narrows Bridge* (Staten Island-Brooklyn) (I-278)	2	478,700	440,248	-8.0%	527,570	476,294	-9.7%	506,362	491,596	-2.9%	472,628	467,832	-1.0%	1,985,260	1,875,970	-5.5%
	3	112,102	100,466	-10.4%	125,482	110,296	-12.1%	122,490	114,038	-6.9%	106,952	108,624	1.6%	467,026	433,424	-7.2%
	4	62,944	58,130	-7.6%	65,688	59,318	-9.7%	67,446	63,478	-5.9%	64,370	60,602	-5.9%	260,448	241,528	-7.3%
	5	344,376	321,858	-6.5%	375,978	343,076	-8.8%	377,018	340,916	-9.6%	351,938	322,074	-8.5%	1,449,310	1,327,924	-8.4%
	6	10,916	12,780	17.1%	15,482	14,920	-3.6%	18,436	16,918	-8.2%	17,812	14,366	-19.3%	62,646	58,984	-5.8%
	7 & over**	154	340	120.8%	299	546	82.6%	361	448	24.1%	227	390	71.8%	1,041	1,724	65.6%
Truck total	1,009,346	933,822	-7.5%	1,110,798	1,004,450	-9.6%	1,092,474	1,027,394	-6.0%	1,014,154	973,888	-4.0%	4,226,772	3,939,554	-6.8%	
Henry Hudson Bridge	2	27,317	25,698	-5.9%	28,449	25,379	-10.8%	23,360	22,166	-5.1%	28,169	27,117	-3.7%	107,295	100,360	-6.5%
	3	552	361	-34.6%	656	385	-41.3%	393	629	60.1%	509	525	3.1%	2,110	1,900	-10.0%
	4	43	637	1381.4%	62	134	116.1%	200	228	14.0%	856	112	-86.9%	1,161	1,111	-4.3%
	5	196	201	2.6%	239	197	-17.6%	170	174	2.4%	200	169	-15.5%	805	741	-8.0%
	6	2	7	250.0%	3	4	33.3%	3	10	33.3%	7	16	128.6%	15	37	146.7%
	7 & over**	17	14	-17.6%	14	18	28.6%	39	18	-53.8%	30	36	20.0%	100	86	-14.0%
Truck total	28,127	26,918	-4.3%	29,423	26,117	-11.2%	24,165	23,225	-3.9%	29,771	27,975	-6.0%	111,486	104,235	-6.5%	
Marine Parkway Bridge	2	33,379	33,612	0.7%	38,044	37,868	-0.5%	34,024	36,243	6.5%	36,015	37,517	4.2%	141,462	145,240	2.7%
	3	3,940	3,711	-5.8%	5,278	4,948	-6.3%	5,197	4,537	-12.7%	5,115	4,570	-10.7%	19,530	17,766	-9.0%
	4	485	485	0.0%	595	630	5.9%	704	545	-22.6%	585	574	-1.9%	2,369	2,234	-5.7%
	5	1,634	1,630	-0.2%	1,964	2,063	5.0%	1,953	2,884	47.7%	2,030	2,361	16.3%	7,581	8,938	17.9%
	6	47	96	104.3%	96	245	155.2%	43	471	995.3%	86	295	243.0%	272	1,107	107.8%
	7 & over**	5	14	300.0%	29	8	-72.4%	36	19	-47.2%	23	3	-87.0%	93	44	-52.7%
Truck total	39,490	39,548	0.1%	46,006	45,762	-0.5%	41,957	44,699	6.5%	43,854	45,320	3.3%	171,307	175,329	2.3%	
Cross Bay Bridge	2	53,655	55,209	2.9%	59,608	60,765	1.9%	55,183	54,764	-0.8%	57,290	61,913	8.1%	225,736	232,651	3.1%
	3	6,171	7,107	15.2%	8,562	10,076	17.7%	9,265	8,931	-3.6%	7,845	8,948	14.1%	31,843	35,062	10.1%
	4	914	939	2.7%	898	1,153	28.4%	1,118	1,156	3.4%	1,080	1,202	11.3%	4,010	4,450	11.0%
	5	2,794	3,020	8.1%	3,383	3,576	5.7%	4,244	3,910	-7.9%	3,909	3,580	-8.4%	14,330	14,086	-1.7%
	6	136	179	31.6%	315	576	82.9%	479	559	16.7%	315	277	-12.1%	1,245	1,591	27.8%
	7 & over**	22	4	-81.8%	14	6	-57.1%	40	7	-82.5%	26	4	-84.6%	102	21	-79.4%
Truck total	63,692	66,458	4.3%	72,780	76,152	4.6%	70,329	69,327	-1.4%							

TABLE 17
COMPARISON OF QUARTERLY NEW YORK BRIDGE AUTHORITY TRUCK TOLL VOLUME BY FACILITY
2003/2004

TOLL FACILITIES*	VEHICLE CLASS (axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			TOTAL		
		2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change
Rip Van Winkle Bridge (Greene-Columbia Counties) (NY-23)	2	31,582	32,894	4.2%	36,698	36,484	-0.6%	37,420	36,780	-1.7%	36,788	36,892	0.3%	142,488	143,050	0.4%
	3	5,976	5,082	-15.0%	8,480	8,686	2.4%	10,704	9,950	-7.0%	9,504	9,806	3.2%	34,664	33,524	-3.3%
	4	2,394	2,546	6.3%	2,772	3,754	35.4%	2,514	4,104	63.2%	2,636	3,646	38.3%	10,316	14,050	36.2%
	5	16,606	18,304	10.2%	23,172	26,000	12.2%	25,590	25,854	1.0%	22,770	23,486	3.1%	88,138	93,644	6.2%
	6	1,042	758	-27.3%	812	808	-0.5%	940	1,480	57.4%	1,056	1,762	66.9%	3,850	4,808	24.9%
	Truck total	57,600	59,584	3.4%	71,934	75,732	5.3%	77,168	78,168	1.3%	72,754	75,592	3.9%	279,456	289,076	3.4%
Kingston-Rhinecliff Bridge (Dutchess-Ulster Counties) (US-209)	2	34,476	37,620	9.1%	42,316	44,962	6.3%	45,800	42,704	-6.8%	41,410	39,836	-3.8%	164,002	165,122	0.7%
	3	7,118	7,532	5.8%	9,720	9,844	1.3%	11,018	10,098	-8.3%	9,586	9,150	-4.5%	37,442	36,624	-2.2%
	4	1,986	2,644	33.1%	2,840	3,178	11.9%	3,462	3,884	12.2%	3,222	3,252	0.9%	11,510	12,958	12.6%
	5	6,180	7,346	18.9%	8,400	9,156	9.0%	8,224	9,162	11.4%	8,364	8,368	0.0%	31,168	34,032	9.2%
	6	510	610	19.6%	630	790	25.4%	920	952	3.5%	842	834	-1.0%	2,902	3,186	9.8%
	Truck total	50,270	55,752	10.9%	63,906	67,930	6.3%	69,424	66,800	-3.8%	63,424	61,440	-3.1%	247,024	251,922	2.0%
Mid-Hudson Bridge (Dutchess-Orange Counties) (US-44)	2	68,944	71,776	4.1%	78,460	80,086	2.1%	79,694	82,110	3.0%	77,608	80,594	3.8%	304,706	314,566	3.2%
	3	10,948	11,030	0.7%	14,106	13,918	-1.3%	13,272	14,228	7.2%	12,752	14,006	9.8%	51,078	53,182	4.1%
	4	3,966	3,392	-14.5%	4,514	4,032	-10.7%	4,364	5,122	17.4%	4,172	6,602	58.2%	17,016	19,148	12.5%
	5	20,816	22,730	9.2%	24,386	25,922	6.3%	24,428	25,604	4.8%	24,416	25,030	2.5%	94,046	99,286	5.6%
	6	1,502	1,958	30.4%	1,566	1,552	-0.9%	1,902	2,046	7.6%	2,030	2,390	17.7%	7,000	7,946	13.5%
	Truck total	106,176	110,886	4.4%	123,032	125,510	2.0%	123,660	129,110	4.4%	120,978	128,622	6.3%	473,846	494,128	4.3%
Newburgh-Beacon Bridge (Dutchess-Orange Counties) (I-84)	2	147,102	156,550	6.4%	195,244	197,818	1.3%	200,782	198,032	-1.4%	174,498	172,640	-1.1%	717,626	725,040	1.0%
	3	37,768	39,810	5.4%	46,034	49,814	8.2%	48,180	50,564	4.9%	45,212	48,534	7.3%	177,194	188,722	6.5%
	4	28,872	32,876	13.9%	34,562	35,138	1.7%	34,996	36,812	5.2%	34,676	36,606	5.6%	133,106	141,432	6.3%
	5	519,148	537,288	3.5%	601,584	615,500	2.3%	619,272	609,416	-1.6%	589,532	575,510	-2.4%	2,329,536	2,337,714	0.4%
	6	26,640	25,872	-2.9%	30,768	30,310	-1.5%	30,572	30,670	0.3%	29,104	29,152	0.2%	117,084	116,004	-0.9%
	Truck total	759,530	792,396	4.3%	908,192	928,580	2.2%	933,802	925,494	-0.9%	873,022	862,442	-1.2%	3,474,546	3,508,912	1.0%
Bear Mountain Bridge (Westchester-Rockland Counties) (US-6)	2	16,998	17,978	5.8%	21,276	23,198	9.0%	21,866	21,448	-1.9%	20,132	20,402	1.3%	80,272	83,026	3.4%
	3	3,380	3,844	13.7%	4,736	4,874	2.9%	4,866	4,524	-7.0%	3,988	4,456	11.7%	16,970	17,698	4.3%
	4	1,444	1,676	16.1%	2,198	2,276	3.5%	2,082	2,100	0.9%	1,930	1,722	-10.8%	7,654	7,774	1.6%
	5	6,602	7,060	6.9%	8,644	8,636	-0.1%	9,206	9,312	1.2%	8,594	7,624	-11.3%	33,046	32,632	-1.3%
	6	1,838	1,978	7.6%	3,666	3,330	-9.2%	3,756	3,822	1.8%	2,514	3,300	31.3%	11,774	12,430	5.6%
	Truck total	30,262	32,536	7.5%	40,520	42,314	4.4%	41,776	41,206	-1.4%	37,158	37,504	0.9%	149,716	153,560	2.6%
All Facilities	2	299,102	316,818	5.9%	373,994	382,548	2.3%	385,562	381,074	-1.2%	350,436	350,364	-0.0%	1,409,094	1,430,804	1.5%
	3	65,190	67,298	3.2%	83,076	87,136	4.9%	88,040	89,364	1.5%	81,042	85,952	6.1%	317,348	329,750	3.9%
	4	38,662	43,134	11.6%	46,886	48,378	3.2%	47,418	52,022	9.7%	46,636	51,828	11.1%	179,602	195,362	8.8%
	5	569,352	592,728	4.1%	666,186	685,214	2.9%	686,720	679,348	-1.1%	653,676	640,018	-2.1%	2,575,934	2,597,308	0.8%
	6	31,532	31,176	-1.1%	37,442	36,790	-1.7%	38,090	38,970	2.3%	35,546	37,438	5.3%	142,610	144,374	1.2%
	Truck total	1,003,838	1,051,154	4.7%	1,207,584	1,240,066	2.7%	1,245,830	1,240,778	-0.4%	1,167,336	1,165,600	-0.1%	4,624,588	4,697,598	1.6%

*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
2003/2004

TOLL FACILITIES**	Vehicle Class	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			TOTAL		
		2003	2004	% Change 2003/2004	2003	2004	% Change 2003/2004	2003	2004	% Change 2003/2004	2003	2004	% Change 2003/2004	2003	2004	% Change 2003/2004
New Rochelle* (Westchester County) (I-95) (a)	2	9,166	11,118	21.3%	16,532	17,174	3.9%	19,998	18,722	-6.4%	12,312	12,228	-0.7%	58,008	59,242	2.1%
	3	327,350	467,530	42.8%	442,948	500,498	13.0%	437,146	489,572	12.0%	451,346	500,204	10.8%	1,658,790	1,957,804	18.0%
	4	255,070	324,506	27.2%	368,514	388,534	5.4%	366,108	384,642	5.1%	347,012	362,168	4.4%	1,336,704	1,459,850	9.2%
	5	337,552	381,454	13.0%	398,298	414,478	4.1%	375,228	387,742	3.3%	375,402	379,642	1.1%	1,486,480	1,563,316	5.2%
	6	46,188	68,050	47.3%	71,010	79,356	11.8%	72,496	78,262	8.0%	69,144	76,520	10.7%	258,838	302,188	16.7%
	7	52,604	65,682	24.9%	71,432	75,300	5.4%	68,952	74,916	8.6%	66,724	73,098	9.6%	259,712	288,996	11.3%
	8	43,990	63,256	43.8%	65,202	74,206	13.8%	65,432	73,852	12.9%	66,544	74,020	11.2%	241,168	285,334	18.3%
	Total	1,071,920	1,381,596	28.9%	1,433,936	1,549,546	8.1%	1,405,360	1,507,708	7.3%	1,388,484	1,477,880	6.4%	5,299,700	5,916,730	11.6%
Yonkers (Westchester County) (I-87) (b)	2	2,851	3,268	14.6%	4,857	5,147	6.0%	6,117	6,356	3.9%	4,386	4,393	0.2%	18,211	19,164	5.2%
	3	82,883	94,253	13.7%	96,006	102,889	7.2%	105,393	95,765	-9.1%	103,578	92,503	-10.7%	387,860	385,410	-0.6%
	4	190,435	199,243	4.6%	219,036	230,383	5.2%	227,220	228,691	0.6%	215,936	215,554	-0.2%	852,627	873,871	2.5%
	5	125,553	125,312	-0.2%	152,810	143,522	-6.1%	155,620	149,348	-4.0%	148,359	137,911	-7.0%	582,342	556,093	-4.5%
	6	18,592	21,834	17.4%	28,582	31,350	9.7%	27,869	31,012	11.3%	25,897	29,387	13.5%	100,940	113,583	12.5%
	7	27,105	27,437	1.2%	29,906	30,465	1.9%	32,513	32,898	1.2%	31,818	32,631	2.6%	121,342	123,431	1.7%
	8	37,752	41,180	9.1%	44,775	51,277	14.5%	48,805	51,042	4.6%	46,685	47,283	1.3%	178,017	190,782	7.2%
	Total	485,171	512,527	5.6%	575,972	595,033	3.3%	603,537	595,112	-1.4%	576,659	559,662	-2.9%	2,241,339	2,262,334	0.9%
Tappan Zee * (Rockland-Westchester) (I-87/287)	2	7,052	7,864	11.5%	15,148	15,098	-0.3%	20,070	17,746	-11.6%	10,322	9,266	-10.2%	52,592	49,974	-5.0%
	3	156,572	179,362	14.6%	173,010	201,180	16.3%	177,476	209,908	18.3%	177,900	224,290	26.1%	684,958	814,740	18.9%
	4	163,284	174,490	6.9%	205,812	216,304	5.1%	216,538	223,932	3.4%	192,582	199,630	3.7%	778,216	814,356	4.6%
	5	289,946	297,514	2.6%	351,196	346,298	-1.4%	345,364	332,890	-3.6%	331,446	311,732	-5.9%	1,317,952	1,288,434	-2.2%
	6	25,240	26,046	3.2%	33,642	35,754	6.3%	32,520	35,760	10.0%	28,384	31,028	9.3%	119,786	128,588	7.3%
	7	33,324	33,886	1.7%	41,044	41,964	2.2%	41,042	42,310	3.1%	40,258	40,736	1.2%	155,668	158,896	2.1%
	8	23,294	29,186	25.3%	32,750	38,858	18.7%	35,820	41,118	14.8%	32,280	37,198	15.2%	124,144	146,360	17.9%
	Total	698,712	748,348	7.1%	852,602	895,456	5.0%	868,830	903,664	4.0%	813,172	853,880	5.0%	3,233,316	3,401,348	5.2%
Spring Valley* (Rockland County) (I-87/287)	2	6,372	6,572	3.1%	13,106	12,802	-2.3%	18,636	18,234	-2.2%	9,624	9,630	0.1%	47,738	47,238	-1.0%
	3	226,696	245,894	8.5%	253,742	286,464	12.9%	259,568	303,182	16.8%	253,098	302,632	19.6%	993,104	1,138,172	14.6%
	4	122,452	130,084	6.2%	153,928	164,454	6.8%	165,422	176,932	7.0%	145,030	154,168	6.3%	586,832	625,638	6.6%
	5	168,922	171,704	1.6%	212,482	208,956	-1.7%	197,920	211,602	6.9%	185,490	195,688	5.5%	764,814	787,950	3.0%
	6	22,206	25,438	14.6%	30,856	33,790	9.5%	31,278	36,486	16.7%	28,390	32,968	16.1%	112,730	128,682	14.2%
	7	36,398	34,298	-5.8%	42,884	44,284	3.3%	41,216	44,076	6.9%	40,508	44,242	9.2%	161,006	166,900	3.7%
	8	25,278	29,714	17.5%	34,466	37,608	9.1%	35,238	38,170	8.3%	34,608	37,760	9.1%	129,590	143,252	10.5%
	Total	608,324	643,704	5.8%	741,464	788,358	6.3%	749,278	828,682	10.6%	696,748	777,088	11.5%	2,795,814	3,037,832	8.7%
Harriman (Orange County) (I-87)	2	4,411	4,848	9.9%	8,579	8,449	-1.5%	10,560	9,679	-8.3%	7,740	7,055	-8.9%	31,290	30,031	-4.0%
	3	52,199	69,839	33.8%	57,428	73,831	28.6%	71,958	77,020	7.0%	75,811	76,458	0.9%	257,396	297,148	15.4%
	4	85,700	90,025	5.0%	105,586	109,872	4.1%	113,615	114,595	0.9%	100,120	101,638	1.5%	405,021	416,130	2.7%
	5	112,420	116,054	3.2%	132,242	133,137	0.7%	125,560	132,950	5.9%	123,716	129,171	4.4%	493,938	511,312	3.5%
	6	22,876	24,889	8.8%	28,312	30,600	8.1%	31,181	32,901	5.5%	28,121	31,797	13.1%	110,490	120,187	8.8%
	7	12,494	14,485	15.9%	15,445	17,811	15.3%	16,362	16,839	2.9%	16,004	16,020	0.1%	60,305	65,155	8.0%
	8	18,636	21,322	14.4%	24,010	25,801	7.5%	27,693	25,116	-9.3%	25,812	23,891	-7.4%	96,151	96,130	-0.0%
	Total	308,736	341,462	10.6%	371,602	399,501	7.5%	396,929	409,100	3.1%	377,324	386,030	2.3%	1,454,591	1,536,093	5.6%
Total - All Facilities	2	29,852	33,670	12.8%	58,222	58,670	0.8%	75,381	70,737	-6.2%	44,384	42,572	-4.1%	207,839	205,649	-1.1%
	3	845,700	1,056,878	25.0%	1,023,134	1,164,862	13.9%	1,051,541	1,175,447	11.8%	1,061,733	1,196,087	12.7%	3,982,108	4,593,274	15.3%
	4	816,941	918,348	12.4%	1,052,876	1,109,547	5.4%	1,088,903	1,128,792	3.7%	1,000,680	1,033,158	3.2%	3,959,400	4,189,845	5.8%
	5	1,034,393	1,092,038	5.6%	1,247,028	1,246,391	-0.1%	1,199,692	1,214,532	1.2%	1,164,413	1,154,144	-0.9%	4,645,526	4,707,105	1.3%
	6	135,102	166,257	23.1%	192,402	210,850	9.6%	195,344	214,421	9.8%	179,936	201,700	12.1%	702,784	793,228	12.9%
	7	161,925	175,788	8.6%	200,711	209,824	4.5%	200,085	211,039	5.5%	195,312	206,727	5.8%	758,033	803,378	6.0%
	8	148,950	184,658	24.0%	201,203	227,750	13.2%	212,988	229,298	7.7%	205,929	220,152	6.9%	769,070	861,858	12.1%
	Total	3,172,863	3,627,637	14.3%	3,975,576	4,227,894	6.3%	4,023,934	4,244,266	5.5%	3,852,387	4,054,540	5.2%	15,024,760	16,154,337	7.5%

* 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 axes. See enclosed table.

TABLE 19
COMPARISON OF QUARTERLY NEW JERSEY HIGHWAY AUTHORITY TRUCK TOLL VOLUME BY FACILITY
Garden State Parkway - 2003/2004

TOLL FACILITIES *	CLASS	1st. Quarter 2003	1st Qtr 2004	2nd. Quarter 2003	2nd Qtr 2004	3rd. Quarter 2003	3rd Qtr 2004	4th. Quarter 2003	4th Qtr 2004	Total 2003	Total 2004	Differ. 2003/04
Asbury	2 axle,<3.5 tons	61,002	62,981	77,664	66,408	79,343	77,877	71,009	68,027	289,018	275,293	-5%
	3.5 to 5 tons	3,129	3,681	4,061	3,248	4,149	4,402	4,138	5,619	15,477	16,950	10%
	5+ tons	49,170	61,910	64,782	82,453	60,346	76,178	61,143	71,186	235,441	291,727	24%
	Extra axle	17,663	20,241	22,564	30,595	21,178	25,309	21,166	25,836	82,572	101,981	24%
	Truck-total	130,964	148,813	169,072	182,704	165,016	183,766	157,456	170,668	622,508	685,951	10%
Belmar	2 axle,<3.5 tons	27,352	24,295	35,443	31,712	33,407	29,899	25,068	27,936	121,270	113,842	-6%
	3.5 to 5 tons	31	30	57	17	32	71	68	19	188	136	-28%
	5+ tons	6,923	9,860	10,296	12,461	9,842	11,658	9,249	10,805	36,310	44,785	23%
	Extra axle	2,089	3,010	3,239	4,437	3,024	3,489	2,845	3,745	11,197	14,680	31%
	Truck-total	36,395	37,195	49,035	48,627	46,305	45,117	37,230	42,504	168,965	173,443	3%
Brick **	2 axle,<3.5 tons	0	23,987	0	27,232	3	27,394	28,864	23,008	26,867	101,622	278%
	3.5 to 5 tons	0	29	0	8	0	61	11	16	11	114	938%
	5+ tons	0	14,571	0	17,779	1	16,860	17,139	15,710	17,140	64,920	279%
	Extra axle	0	4,431	0	7,084	0	5,796	8,545	5,897	8,545	23,209	172%
	Truck-total	0	43,018	0	52,103	4	50,111	52,559	44,632	52,563	189,864	261%
Lakewood	2 axle,<3.5 tons	22,512	3,959	30,830	4,894	31,778	4,925	2,780	5,767	87,900	19,544	-78%
	3.5 to 5 tons	50	91	92	1,414	75	977	162	1,449	379	4,752	155%
	5+ tons	12,217	9,947	19,673	10,742	20,123	11,879	2,601	12,696	54,615	45,264	-17%
	Extra axle	3,943	7,031	7,017	7,072	7,953	8,317	1,078	8,301	19,991	30,721	54%
	Truck-total	38,722	21,848	57,612	24,122	59,929	26,098	6,622	28,213	162,885	100,281	-38%
Lakehurst	2 axle,<3.5 tons	32,793	26,271	45,629	32,342	42,731	30,629	35,984	30,811	157,138	120,053	-24%
	3.5 to 5 tons	99	28	89	51	88	70	61	36	337	184	-45%
	5+ tons	16,022	15,249	20,815	19,753	21,014	18,676	19,109	18,840	76,960	72,519	-6%
	Extra axle	8,595	10,654	10,461	9,856	10,413	10,614	10,279	9,666	39,747	40,789	3%
	Truck-total	57,509	52,202	76,994	62,002	74,246	59,989	65,433	59,352	274,182	233,545	-15%
Toms River	2 axle,<3.5 tons	22,850	24,064	34,453	61,091	45,330	48,906	32,560	41,776	135,193	175,838	30%
	3.5 to 5 tons	9,269	13,701	10,665	13,622	11,037	17,062	11,478	14,020	42,449	58,405	38%
	5+ tons	62,188	78,307	87,164	88,301	89,573	98,580	83,284	82,051	322,210	347,239	8%
	Extra axle	40,581	48,909	60,409	65,553	60,773	67,622	57,516	60,585	219,279	242,669	11%
	Truck-total	134,888	164,981	192,691	228,566	206,713	232,171	184,838	198,432	719,130	824,150	15%
Berkeley **	2 axle,<3.5 tons	0	581	43	380	676	772	1,185	410	1,904	2,123	12%
	3.5 to 5 tons	0	476	0	357	335	633	685	417	1,020	1,883	85%
	5+ tons	0	2,035	58	3,430	1,538	2,321	2,484	3,990	4,080	11,776	189%
	Extra axle	0	1,726	10	1,468	387	1,879	638	1,670	1,035	6,743	551%
	Truck-total	0	4,817	111	5,615	2,936	5,606	4,993	6,487	8,040	22,525	180%
Lacey	2 axle,<3.5 tons	6,400	9,792	10,704	15,010	8,102	14,016	9,354	14,031	34,560	52,849	53%
	3.5 to 5 tons	19	570	30	38	26	628	31	31	107	1,266	108%
	5+ tons	8,904	14,156	15,677	17,280	14,610	19,436	14,812	17,280	54,003	68,152	26%
	Extra axle	6,305	6,482	11,706	10,929	10,842	10,439	10,969	11,359	39,822	39,210	-2%
	Truck-total	21,628	31,000	38,118	43,257	33,580	44,519	35,166	42,701	128,492	161,477	26%
Barnegat	2 axle,<3.5 tons	19,277	20,180	25,404	27,822	25,819	29,763	26,604	26,574	97,104	104,339	7%
	3.5 to 5 tons	592	429	609	708	618	588	599	566	2,418	2,290	-5%
	5+ tons	63,602	79,358	94,635	97,543	91,524	101,798	84,688	87,176	334,449	365,875	9%
	Extra axle	32,291	38,440	51,224	61,648	49,667	52,262	45,152	53,446	178,335	205,796	15%
	Truck-total	115,762	138,407	171,872	187,222	167,625	184,411	157,044	167,761	612,306	678,301	11%
New Gretna	2 axle,<3.5 tons	8,345	7,796	8,897	18,110	9,156	14,013	9,032	14,710	35,430	54,628	54%
	3.5 to 5 tons	84	91	95	121	93	117	107	148	378	477	26%
	5+ tons	45,360	46,782	58,316	56,659	54,525	57,907	50,342	50,134	208,542	211,482	1%
	Extra axle	26,206	28,410	35,402	33,435	35,356	34,971	31,849	31,664	128,813	128,480	-0%
	Truck-total	79,994	83,079	102,710	108,325	99,130	107,007	91,330	96,656	373,164	395,067	6%
Somers Point	2 axle,<3.5 tons	4,205	8,509	8,789	11,873	8,613	11,200	7,309	10,160	28,917	41,743	44%
	3.5 to 5 tons	9	20	16	673	15	58	17	534	57	1,285	215%
	5+ tons	3,521	5,469	7,065	6,602	7,014	7,186	5,905	5,557	23,504	24,813	6%
	Extra axle	961	1,540	1,883	1,742	1,860	2,019	1,572	1,485	6,276	6,786	8%
	Truck-total	8,696	15,538	17,753	20,890	17,502	20,462	14,803	17,737	58,754	74,627	27%
Great Egg	2 axle,<3.5 tons	27,205	45,343	48,959	63,585	46,227	58,745	39,019	51,185	161,410	218,858	36%
	3.5 to 5 tons	132	239	246	2,634	300	1,400	286	1,821	965	6,093	53%
	5+ tons	35,555	43,881	61,256	62,671	61,498	62,955	51,137	51,387	209,446	220,893	5%
	Extra axle	18,245	23,034	33,351	36,005	33,512	30,128	27,714	27,312	112,822	116,479	3%
	Truck-total	81,138	112,497	143,812	164,895	141,537	153,227	118,156	131,705	484,643	562,324	16%
Cape May	2 axle,<3.5 tons	13,625	35,259	20,856	55,099	27,808	53,442	22,230	40,370	84,519	184,169	118%
	3.5 to 5 tons	529	155	958	223	800	197	516	142	2,803	716	-74%
	5+ tons	33,003	43,674	59,204	59,062	60,656	57,006	49,583	43,498	202,447	203,241	0%
	Extra axle	10,202	14,258	18,212	20,951	18,379	16,061	15,497	14,328	62,291	65,599	5%
	Truck-total	57,360	93,347	99,230	135,335	107,643	126,705	87,827	98,338	352,060	453,725	29%
Wildwood	2 axle,<3.5 tons	0	918	0	1,025	0	1,365	0	913	0	4,220	100%
	3.5 to 5 tons	256	576	1,875	1,025	615	794	299	913	3,218	3,308	3%
	5+ tons	1,284	1,143	9,409	1,025	3,070	1,741	2,366	913	16,130	4,822	-70%
	Extra axle	385	719	2,822	1,025	920	1,033	709	913	4,836	3,690	-24%
	Truck-total	1,925	3,355	14,107	4,099	4,605	4,932	3,547	3,653	24,184	16,041	-34%
Total	2 axle,<3.5 tons	245,566	293,936	347,671	416,562	358,993	402,945	309,001	355,678	1,261,230	1,469,121	16%
	3.5 to 5 tons	14,199	20,935	18,794	24,138	18,183	27,057	18,631	25,730	69,807	97,860	40%
	5+ tons	337,750	426,341	508,352	535,762	495,334	544,181	453,842	471,223	1,795,278	1,977,507	10%
	Extra axle	167,466	208,886	258,300	291,799	254,264	269,938	235,530	256,207	915,560	1,026,831	12%
	Truck-total	764,981	950,097	1,133,117	1,268,262	1,126,774	1,244,121	1,017,004	1,108,839	4,041,876	4,571,319	13%

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 numbers.

* Trucks weighing 3.5 tons or less with 2 axles are included in volume table. All data include north and south direction traffic.

** Brick and Berkeley Plazas were not opened before 2003

North of Interchange 105, trucks are allowed on the Parkway only when they have a permit

TABLE 20 A
COMPARISON OF QUARTERLY NEW JERSEY TURNPIKE AUTHORITY TRUCK TOLL VOLUME BY INTERCHANGE
2003/2004

TOLL FACILITIES	VEHICLE CLASS(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
		2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change
Interchanges# 7A - 8 through 16W - 18W (Westbound) & 17-Rt. 46 (Eastbound)	2	1,477,761	1,553,621	5.1%	1,638,540	1,703,484	4.0%	1,668,591	1,737,092	4.1%	1,623,725	1,706,114	5.1%	6,408,617	6,700,311	4.6%
	3	637,206	615,061	-3.5%	666,951	705,016	5.7%	681,785	703,798	3.2%	656,181	689,741	5.1%	2,642,123	2,713,616	2.7%
	4	490,554	496,502	1.2%	526,847	549,786	4.4%	542,963	550,734	1.4%	526,902	538,137	2.1%	2,087,266	2,135,159	2.3%
	5	2,873,914	2,987,850	4.0%	3,071,574	3,218,600	4.8%	3,124,098	3,214,240	2.9%	3,080,146	3,178,830	3.2%	12,149,732	12,599,520	3.7%
	6	42,686	55,424	29.8%	45,266	53,108	17.3%	45,099	49,180	9.0%	47,242	50,855	7.6%	180,293	208,567	15.7%
	Truck total	5,522,121	5,708,458	3.4%	5,949,178	6,229,994	4.7%	6,062,536	6,255,044	3.2%	5,934,196	6,163,677	3.9%	23,468,031	24,357,173	3.8%

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

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TABLE 20 B
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME ON NASSAU COUNTY BRIDGE AUTHORITY *
2003/2004

TOLL FACILITIES	VEHICLE CLASS (axle)**	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
		2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change	2003	2004	% change
Atlantic Beach Bridge	Class #4, 2-axle truck-car ^	6,867	3,490	-49.2%	9,557	914	-90.4%	8,474	1,154	-86.4%	6,274	1,402	-77.7%	31,172	6,960	-77.7%
	Class #6, 2-axle truck	9,701	10,488	8.1%	13,280	15,168	14.2%	13,752	14,419	4.9%	10,967	12,853	17.2%	47,700	52,928	11.0%
	Class #1: 3-Axle Truck	2,113	2,411	14.1%	3,300	3,738	13.3%	2,870	3,654	27.3%	2,796	3,295	17.8%	11,079	13,098	18.2%
	Truck total	18,681	16,389	-12.3%	26,137	19,820	-24.2%	25,096	19,227	-23.4%	20,037	17,550	-12.4%	89,951	72,986	-18.9%

* Two-way traffic volume

^Classification of Class 4 has been changed in 2004. Some types were reclassified as passenger vehicles and some types were added to Class 6.

TABLE 21
ANNUAL COMMERCIAL VEHICLE REGISTRATIONS IN THE NYMTC REGION AND METROPOLITAN AREA
1984 to 2004

Counties	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Bronx	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	7,915
Kings	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	17,660
New York	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	11,190
Queens	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	29,835
Richmond	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	5,664
New York City	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	72,264
Dutchess	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	17,165
Nassau	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	30,262
Orange	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	23,625
Putnam	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	4,932
Rockland	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	7,825
Suffolk	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	74,974
Westchester	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	23,519
New York Suburbs	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	182,302
Downstate NY	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	254,566
Bergen	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	240,361
Essex	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	156,428
Hudson	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	94,626
Hunterdon	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	53,908
Mercer	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	99,505
Middlesex	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	205,534
Monmouth	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	206,046
Morris	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	172,630
Ocean	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	180,503
Passaic	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	133,735
Somerset	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	99,457
Sussex	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	64,741
Union	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	137,824
Warren	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	41,402
New Jersey	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	1,886,700
Central Naugatuck	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	15,843	16,693	19,442	20,435	21,653	21,828	21,678	21,027	20,904	20,658	20,605	20,882	20,988	21,373	21,785						
Housatonic Valley	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	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	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	5,624	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	84,784
Litchfield County**																32,582	33,694	34,704	35,568	36,493	37,298
New Haven County**																83,933	85,820	87,777	89,592	91,421	95,264
Connecticut	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	217,346
Tri-State Region	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	2,358,612

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.

- Unauthorized publication or reproduction of the R.L. Polk data is prohibited.

- 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.

ATTACHMENT 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 Crossing
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 and single rear wheels: \$6.00, two axle and dual rear wheels: \$12.00 double toll Extra axles: \$6.00 for cash payment, E-ZPass: discount and flexible pricing depend of time of day, see report * One way collection effective NOTE: For classification details see Pg. No. 69
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 \$0.75/\$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 HNB toll is: cash \$2.00, E-ZPass \$1.50. Commercial vehicles prohibited (except construction). NOTE: For details see Pg. No. 70
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
	NOTE: For classification details for the NYS TA see Pg. No. 66

Truck Toll Rates on Selected NY-NJ Tunnels & Bridges

Facilities	Yonkers Barrier		
Date & Tolls:			
1955	Class 2 (2 axle truck): \$0.30	3 axes and over - from \$0.05 to \$0.30 additional	
1959	Class 1 (2 axle truck): \$0.25 round trip	3 axes and over - additional	
2/76	Class 2 (2 axle truck): \$0.40	3 axes and over - from \$0.15 to \$0.65 additional	
6/80	Class 1 (2 axle truck): \$0.40 round trip	3 axes 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 axes 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	
Facilities	Round trip toll collected northbound only. E-ZPass and incentive pricing hours discount.		
Date & Tolls:	Harriman Barrier		
1974	Class 1 (2 axle truck): \$0.30 one way	3 axes and over - additional	
2/76	Class 2 (2 axle truck): \$0.45 round trip	3 axes and over - from \$0.25 to \$0.90 additional	
6/80	Class 1 (2 axle truck): \$0.50 round trip	3 axes 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	NOTE: For details see Pg. No. 64 and 65		
Date & Tolls:	Rip Van Winkle, Kingston-Rhinecliff, Mid-Hudson, Newburgh-Beacon and Bear Mountain Bridges		
1945	\$0.25 each way	\$0.25 per additional axle	
1970	\$0.50 round trip	\$1.00 for vehicles with 2 axes 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 axes: \$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		
Date & Tolls:	Note: for this report only ramps from exit 7A through 18 are considered.		
1951	Range from \$0.15 to \$1.75 for Class 1 (2 axes) vehicles		
1975	Range from \$0.20 to \$2.25 for Class 1 (2 axes) vehicles		
1980	Range between \$0.25 to \$2.70 for Class 1 (2 axes) 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.		
	NOTE: For classification details see Pg. No. 68		
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:	NOTE: For details see Pg. No. 67		
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 axes, 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 axes.		
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 2004)

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

Facilities:	All Toll Plazas	July 2000
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Operating Agency: Nassau County Bridge Authority

Facilities:	Atlantic Beach Bridge	Not installed
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* 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

NEW YORK STATE BRIDGE AUTHORITY TOLL RATES

PART 1










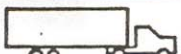











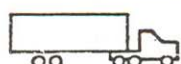

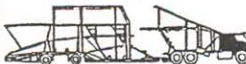


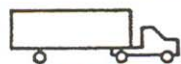
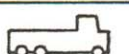









Toll rates apply to all five bridges operated by the New York State Bridge Authority.		
Class	Description	Toll
1	2 axles, up to 4 tires (Most personal vehicles)	\$1.00
2	2 axles, more than 4 tires	\$2.50
3	3 axles	\$4.50
4	4 axles	\$6.00
5	5 axles	\$7.50
6	6 axles	\$9.00
Other		
	Extra axle, (with class 1)	\$.50
	Extra axle, (with classes 2-6)	\$1.50
	Commuter Discount (<i>E-ZPass</i>)	see A
	Car Pool Discount	see B
	Car Pool Book Sale	\$9.00
Personal Vehicle Information:		
(A) NYSBA Discount Plan Rules: Customer must be an E-ZPass account holder in good standing to receive discounts. \$25 deposit is required to open a new E-ZPass account. To receive reduced tolls, NYSBA Discount Plan must be requested. A minimum of \$8.50 (17 trips) will be charged each month at 50 cents for each Class 1 tag assigned the NYSBA discount plan. You may suspend the Discount Plan up to four times a year for periods of one week or longer by contacting the E-ZPass Service Center. For more information about E-ZPass, call toll free 1-800-333-TOLL (8655)		
(B) Books of 30 tickets, each good for one eastbound passage of a privately registered Class 1 vehicle, carrying three or more persons. Good only Monday through Friday within 90 days of purchase. Car Pool tickets may not be used in place of, or in combination with, any other classification of vehicle or extra axles.		

NEW YORK STATE BRIDGE AUTHORITY TOLL WEIGHT LIMITS

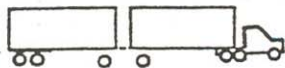
PART 2

Commercial Vehicle Information:		
Axle & Wheel Weight Limits: Vehicles exceeding the following limits must receive a New York State Bridge Authority Permit in order to cross.		
• Single Wheel	11,200 lbs.	
• Single Axle	22,400 lbs.	
• Tandem Axles (less than 8' apart)	36,000 lbs.	
• Tandem Axles (8' - 10' apart)	40,000 lbs.	
Gross Vehicle Weight Limits:		
• Rip Van Winkle Bridge	126,000 lbs.	
• Kingston-Rhinecliff Bridge	92,000 lbs.	
• Mid-Hudson Bridge	110,000 lbs.	
• Newburgh-Beacon Bridge	106,000 lbs.	
• Bear Mountain Bridge	112,000 lbs.	
Oversize Loads:		
• Wide, slow moving, and otherwise unusual vehicles are prohibited from crossing Authority facilities during peak commuter traffic periods and may be prohibited entirely when construction or maintenance activities restrict lane use. Operators should contact the facility to be used well in advance to assure that the desired crossing will be permitted.		

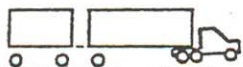
VEHICLE CLASSIFICATIONS ON THE THRUWAY SYSTEM

CLASS			AXLES		CLASS			AXLES	
			STD.	VAR.				STD.	VAR.
Permit/ 0		Passenger car, van or motorcycle with Permit/Commutation Ticket	2	0	6 (cont'd.)		Bus with 3 axles	3	0
1		Passenger car, taxi, ambulance, motorcycle, hearse	2	0		Truck or tractor, 2 axles, with double saddlemount	3	+1	
		Light truck or van, 2 axles, 4 tires	2	0		Tractor, 3 axles, with single saddlemount	3	+1	
		Tractor, 2 axles	2	0					
		Motor home or recreational vehicle, 2 axles, 4 tires	2	0					
2		Car, motor home or truck, 4 tires, with 1 axle trailer	3	0	7		Tractor trailer, 4 axles	4	0
		Tractor, 3 or more axles	3	+1			Auto transporter, 4 or more axles	4	+1,2
3		Tractor trailer with 5 or more axles, with 53 ft. trailer (Class 3 + 1 and Class 3)	2	+1, 2			Stinger steered auto transporter 4 or more axles not to exceed 65 feet	4	+1,2
		Tandem trailers (see box below)	2	+1, 2			Tractor-mobile home comb. with 5 or more axles	4	+1,2
4		Truck or motor home, 2 axles, 6 tires	2	0			Motor home or truck, 2 axles, 6 tires with 3 or more axle trailer	4	+1,2
		Bus, 2 axles, 4 tires	2	0			Motor home or truck, 3 axles with 1 or more axle trailer	4	+1,2
		Car, motor home or truck, 4 tires, with 2 axle trailer	2	+2			Bus or truck with 4 or more axles	4	+1
5		Tractor trailer with 5 or more axles	5	+1, 2			Truck or tractor, 3 axles, with double saddlemount	4	+1
		Stinger steered auto transporter 5 or more axles, greater than 65 but not exceeding 75 feet	5	+1, 2			Truck, 3 axles, with single saddlemount	4	0
		Truck or tractor, 2 or more axles, with triple saddlemount	5	+1, 2			Tandem trailers (see box below)	4	-1, +1,2
6		Tractor trailer, 3 axles	3	0	8		Truck, 3 axles	2	+1
		Auto transporter, 3 axles	3	0			Tractor, 2 axles, with 1 axle mobile home	2	+1
		Car, motor home or truck with 4 tires, 3 axle trailer	3	+2			Motor home, 3 axles	2	+1
		Tractor-mobile home comb. with 4 axles	3	+1			Motor home or truck, 2 axles, 6 tires with 1 axle trailer	2	+1
		Truck or motor home, 2 axles, 6 tires with 2 axle trailer	3	+1			Bus, 2 axles, 6 tires	2	0
						Truck or tractor, 2 axles, with single saddlemount	2	+1	
					9	NON-REVENUE VEHICLES		2	-1, +1,2

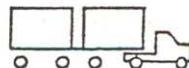
TANDEM TRAILERS: Trailers over 28.5 feet are Class 7. Trailers 28.5 feet and under are Class 3.



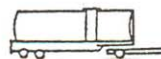
Tractor with two long trailers (Class 7 and Class 7 - 1)



Tractor with 1 long, 1 short trailer (Class 7 and Class 3)



Tractor with 2 short trailers (Class 3 + 1 and Class 3)



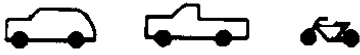

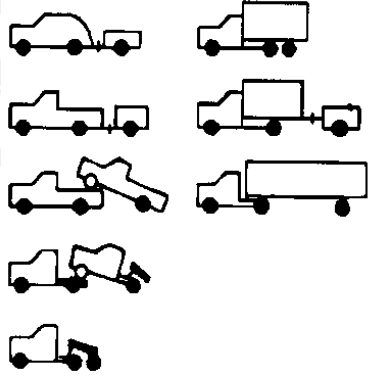
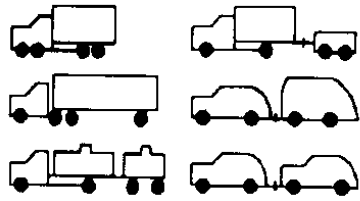
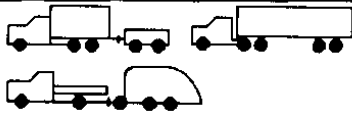
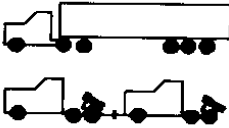
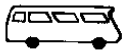

Dolly and semi (over 60 ft. total) hauled by single-unit truck (Class 7 and proper Class for truck)

GARDEN STATE PARKWAY TOLL RATE

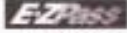

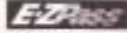








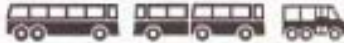

PLAZA/RAMP 11 Barriers 22 Ramps	Milepost	Barrier or Ramp	Car	Car w/1-axle Trailer 2-axle, 6 tire or 3-axle camper	Car w/2-axle Trailer or 4-axle Camper	Car with 3-axle trailer	Omnibus**	***HEAVY TRUCKS*** Heavy Trucks (Registered 7,000 lbs. or more) PROHIBITED North of Interchange 105					
								2-axle, 4 tire Truck, 3-1/2 tons or more	2-axle, 6 tire Truck	3-axle Truck	4-axle Truck	5-axle Truck	6-axle Truck
Pascack Valley	166.1	B	.35	.50	.70	.90	2.00	***	***	***	***	***	***
Paramus	164.6	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Bergen	160.5	B	.35	.50	.70	.90	2.00	***	***	***	***	***	***
Saddle Brook	160.3	R	.35	.50	.70	.90	2.00	***	***	***	***	***	***
Clifton	156.1	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Passaic	154.5	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Watchung	152.6	R	.35	.50	.70	.90	2.00	***	***	***	***	***	***
Essex	150.7	B	.35	.50	.70	.90	2.00	***	***	***	***	***	***
Bloomfield	148.9	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
East Orange	147.1	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Irvington	146.1	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Union Ramp NB *	142.8	R	.70	1.00	1.40	1.80	4.00	***	***	***	***	***	***
Union NB *	142.7	B	.70	1.00	1.40	1.80	4.00	***	***	***	***	***	***
Raritan SB	125.4	B	.70	1.00	1.40	1.80	4.00	***	***	***	***	***	***
Matawan	117.1	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Keyport	117.0	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Holmdel	113.6	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Red Bank	110.3	R	.25	.25	.50	.60	2.00	***	***	***	***	***	***
Eatontown NB	106.5	R	.70	1.00	1.40	1.80	4.00	***	***	***	***	***	***
Asbury Park NB	104.0	B	.70	1.00	1.40	1.80	4.00	1.40	1.40	2.10	2.80	3.50	4.20
Belmar/Wall	98.0	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50
Brick	93.0	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50
Lakewood	90.1	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50
Lakehurst	89.2	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50
Toms River	84.7	B	.35	.50	.70	.90	2.00	.70	.70	1.05	1.40	1.75	2.10
Berkeley	78.0	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50
Barnegat	68.9	B	.35	.50	.70	.90	2.00	.70	.70	1.05	1.40	1.75	2.10
Lacey	75.3	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50
New Gretna	53.5	B	.35	.50	.70	.90	2.00	.70	.70	1.05	1.40	1.75	2.10
Great Egg	28.8	B	.35	.50	.70	.90	2.00	.70	.70	1.05	1.40	1.75	2.10
Somers Point	30.2	R	.35	.50	.70	.80	2.00	.70	.70	1.05	1.40	1.75	2.10
Cape May	19.4	B	.35	.50	.70	.90	2.00	.70	.70	1.05	1.40	1.75	2.10
Wildwood	3.8	R	.25	.25	.50	.60	2.00	.50	.50	.75	1.00	1.25	1.50

* One way toll introduced in March 20005

NEW JERSEY TURNPIKE VEHICLE CLASSIFICATIONS

NEW JERSEY TURNPIKE AUTHORITY CLASSIFICATION OF REVENUE VEHICLES			
TICKET CLASS	ONLY THE AXLES IN CONTACT WITH THE TREADLE ARE COUNTED TO MAKE THE PROPER VEHICLE CLASSIFICATION TYPE OF VEHICLES		NUMBER OF AXLES
1	<ul style="list-style-type: none"> - PASSENGER CAR - LIGHT TRUCK - TAXIS & HEARSEs - MOTORCYCLES 		2
2	<ul style="list-style-type: none"> - TWO-AXLE DUAL-TIRE VEHICLE - TWO-AXLE TRACTOR, WIDE TIRE 		2
3	<ul style="list-style-type: none"> - PASSENGER CAR WITH TRAILER - TWO-AXLE SINGLE TIRE TRUCK WITH TRAILER - TWO LIGHT TRUCKS PIGGYBACK - DUAL-AXLE TRACTOR WITHOUT TRAILER - THREE-AXLE SINGLE UNIT TRUCK - THREE-AXLE SEMI-TRAILER COMBINATION - TWO-AXLE DUAL-TIRE TRUCK WITH SINGLE AXLE TRAILER 		3
4	<ul style="list-style-type: none"> - ANY DUAL-TIRE TRUCK & TRAILER WITH FOUR-AXLES & SINGLE UNIT TRUCKS WITH FOUR-AXLES - PASSENGER CAR WITH TWO-AXLE TRAILER - TWO CARS TANDEM 		4
5	<ul style="list-style-type: none"> - ANY TRUCK & TRAILER WITH FIVE-AXLES 		5
6	<ul style="list-style-type: none"> - TRACTOR-TRAILER WITH SIX OR MORE AXLES - THREE-AXLE TRACTORS-TANDEM - VEHICLES WITH MORE THAN SIX AXLES MUST BE AXLE VARIATED FOR THE PROPER NUMBER OF AXLES 		6
B-2	TWO-AXLE BUS		2
B-3	THREE-AXLE BUS		3

THE PORT AUTHORITY OF NY&NJ TOLL RATES

THE PORT AUTHORITY OF NY&NJ TOLL RATES George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Goethals Bridge, Outerbridge Crossing, Bayonne Bridge Effective March 25, 2001						
			• PEAK HOURS: Weekdays 6-9 a.m., 4-7 p.m., Sat. & Sun., 12 Noon-8 p.m. • OFF-PEAK HOURS: All Other Times, including the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day • OVERNIGHT HOURS for Trucks: Midnight to 6 a.m. Weekdays			
CLASS	VEHICLE TYPE	# OF AXLES	 OFF-PEAK HOURS	 PEAK HOURS	 TRUCKS WEEKDAY OVERNIGHT HOURS	CASH TOLL ALL HOURS
1	VEHICLES WITH TWO AXLES AND SINGLE REAR WHEELS (INCLUDES TWO AXLE RECREATIONAL VEHICLES WITH SINGLE REAR WHEELS AND NO ADDL AXLES IN TOW) 	2	\$4.00	\$5.00	N/A	\$6.00
2	VEHICLES WITH TWO AXLES AND DUAL REAR WHEELS (INCLUDES TWO AXLE RECREATIONAL VEHICLES WITH DUAL REAR WHEELS) 	2	\$10.00	\$12.00	\$7.00	\$12.00
3	VEHICLES WITH THREE AXLES OR COMBINATIONS OF VEHICLES TOTALING THREE AXLES 	3	\$15.00	\$18.00	\$10.50	\$18.00
4	VEHICLES WITH FOUR AXLES OR COMBINATIONS OF VEHICLES TOTALING FOUR AXLES 	4	\$20.00	\$24.00	\$14.00	\$24.00
5	VEHICLES WITH FIVE AXLES OR COMBINATIONS OF VEHICLES TOTALING FIVE AXLES 	5	\$25.00	\$30.00	\$17.50	\$30.00
6	VEHICLES WITH AT LEAST SIX AXLES OR COMBINATIONS OF VEHICLES TOTALING AT LEAST SIX AXLES 	6 Axles in excess of 6	\$30.00 \$5.00 each	\$36.00 \$6.00 each	\$21.00 \$3.50 each	\$36.00 \$6.00 each
7	CLASS 1 OR 11 WITH TRAILER AND RECREATIONAL VEHICLES (MINIMUM THREE SINGLE WHEEL AXLES) 	3 Axles in excess of 3	\$7.00 \$3.00 each	\$8.00 \$3.00 each	N/A	\$9.00 \$3.00 each
8	TWO AXLE BUSES AND MINI BUSES 	2	\$2.70	\$2.70	N/A	\$3.00
9	THREE AXLE BUSES AND MINI BUSES 	3 & Up	\$2.70	\$2.70	N/A	\$3.00
11	MOTORCYCLE 	2	\$3.00	\$4.00	N/A	\$5.00
CARPOOL PLAN CLASS 1 & 11 VEHICLES WITH 3 OR MORE PEOPLE			\$1.00	\$1.00	\$1.00	NA

Note: The Port Authority Staten Island Bridges Plan is \$50 for 20 trips in a 35-day period at the Goethals and Bayonne bridges and the Outerbridge Crossing. The cost of each trip is \$2.50. This reduced rate is available to all E-ZPass customers with non-commercial plates, who enroll in the plan. Unused trips will be billed to the account.

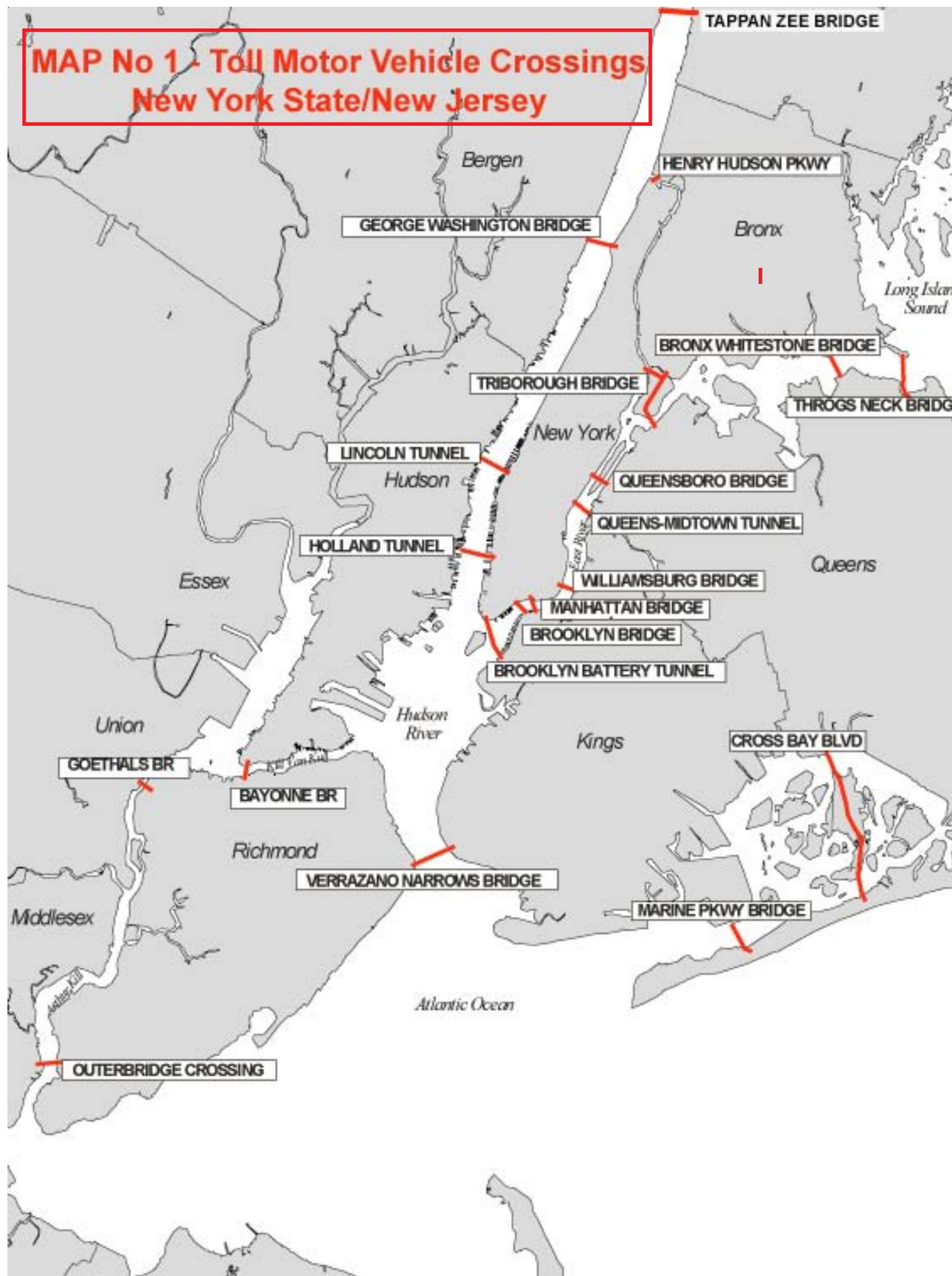
Tolls are collected entering New York.
No tolls are collected entering New Jersey.

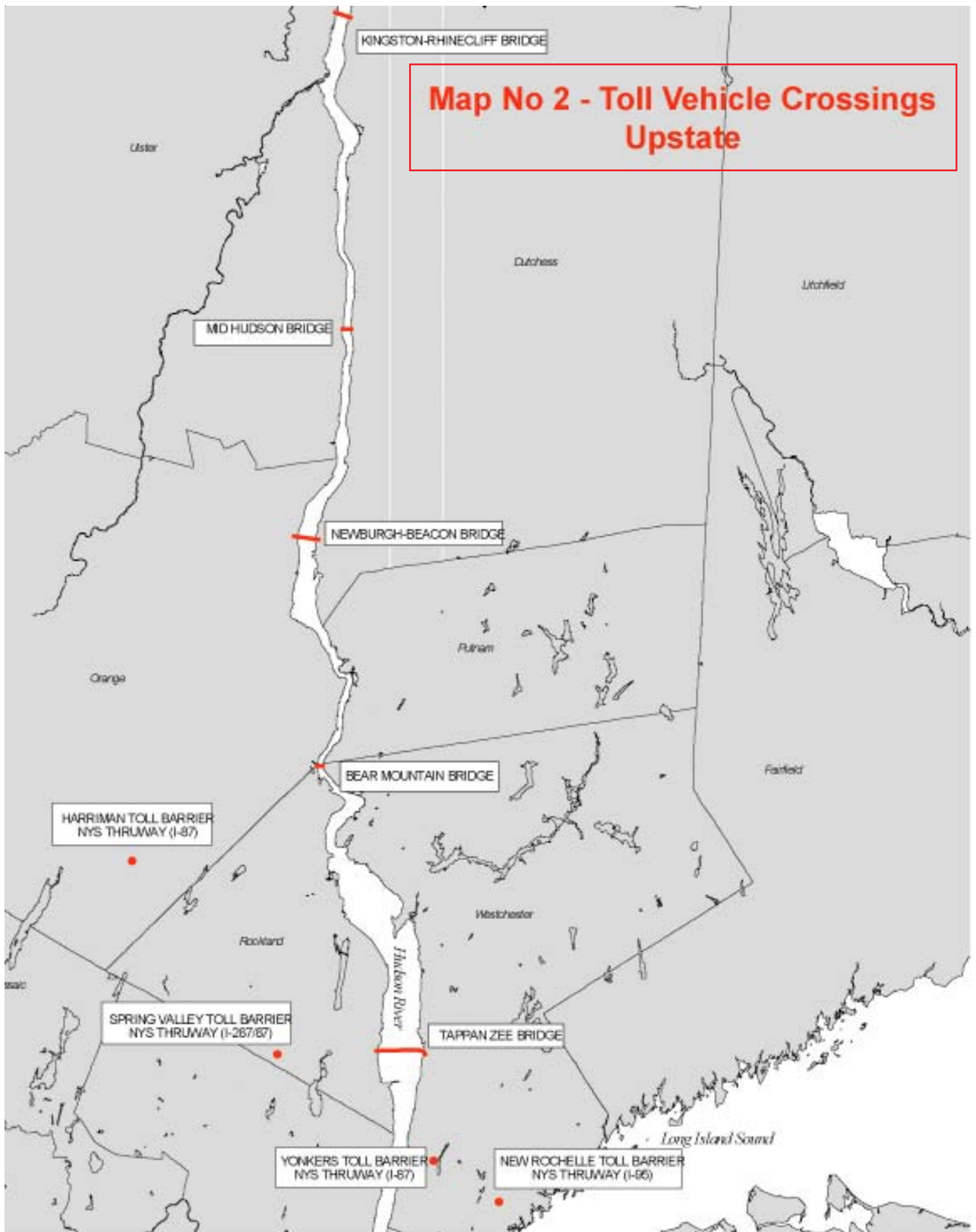
MTA BRIDGES AND TUNNELS TOLL RATES

MTA Bridges and Tunnels			
www.mta.info			
New Crossing Charges			
Effective 3:00 a.m. May 18, 2003			
Truck & Non Franchise Buses			
more than 7,000 lbs. MGW			
Triborough, Bronx-Whitestone, Throgs Neck Bridges, Brooklyn-Battery and Queens Midtown Tunnels			
<u>Axles</u>		<u>Cash</u>	<u>E-ZPass</u>
2 axle		\$8.00	\$6.40
3 axle		\$13.00	\$10.40
4 axle		\$17.00	\$13.60
5 axle		\$22.00	\$17.60
6 axle		\$26.00	\$20.80
7 axle		\$31.00	\$24.80
Additional axle		\$5.00	\$4.00
Verrazano-Narrows Bridge (round-trip collected entering Staten Island only)			
<u>Axles</u>		<u>Cash</u>	<u>E-ZPass</u>
2 axle		\$16.00	\$12.80
3 axle		\$26.00	\$20.80
4 axle		\$34.00	\$27.20
5 axle		\$44.00	\$35.20
6 axle		\$52.00	\$41.60
7 axle		\$62.00	\$49.60
Additional axle		\$10.00	\$8.00
Cross Bay and Marine Parkway-Gil Hodges Bridges			
<u>Axles</u>		<u>Cash</u>	<u>E-ZPass</u>
2 axle		\$4.00	\$3.20
3 axle		\$6.00	\$4.80
4 axle		\$9.00	\$7.20
5 axle		\$11.00	\$8.80
6 axle		\$13.00	\$10.40
7 axle		\$15.00	\$12.00
Additional axle		\$3.00	\$2.40

ATTACHMENT D

MAP No 1 - Toll Motor Vehicle Crossings New York State/New Jersey





Map No 3 - New Jersey State Toll Barriers

