



2007 TRUCK TOLL VOLUMES

October 2008

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Acknowledgements

The New York Metropolitan Transportation Council (NYMTC) thanks the following agencies for making this report possible.

- **Port Authority of New York and New Jersey (PANYNJ)**
- **Metropolitan Transportation Authority Bridges and Tunnels (MTA-B&T)**
- **New York State Bridge Authority (NYSBA)**
- **New York State Thruway Authority (NYSTA)**
- **New Jersey Turnpike Authority (NJTA)**
- **New Jersey Turnpike Authority–Garden State Parkway Division**
- **Nassau County Bridge Authority (NCBA)**

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Data set used:	2006 and 2007
Publication:	NYS PIN No. PTCS08D00
Date of publication:	October 2008
Proper citation:	“2007 Truck Toll Volumes,” New York Metropolitan Transportation Council, Published: October 2008.

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The 2007 Truck Toll Volumes report was funded by the Federal Highway Administration and the Federal Transit Administration of the United States Department of Transportation, in addition to the New York State Department of Transportation.

October 2008

The 2007 Truck Toll Volumes report is another valuable resource from NYMTC. It's part of a series that monitors freight vehicle movements in the New York metropolitan region. The comparative performance tables and graphical analyses capture the most significant truck activity at major toll barriers/plazas over the last 20 years.

The information presented in this report is also used in part to measure the region's performance toward achieving the mobility, freight transportation and decision-making goals of the Regional Transportation Plan (RTP), which was adopted by the Council in 2005. This plan outlines several goals:

- (1) to provide adequate mobility for people and freight by 2030;
- (2) to maximize the transportation system's level of service;
- (3) to manage demand to the extent possible; and
- (4) to minimize costs and improve the region's reliability and safety of freight movement.

In addition to the RTP, the 2007 Truck Toll Volumes report contains data and analysis that is used in a number of ways. It's produced to support the planning process and is often used by consultants, transportation agencies/providers, community groups, and consumer advocacy organizations. The data in this report is also an excellent resource for those involved in the analysis and planning of future truck routes in the region.

We hope that it is useful and becomes an important tool for you.

Joel P. Ettinger
Executive Director, NYMTC

About NYMTC:

The New York Metropolitan Transportation Council (NYMTC) is an association of governments, transportation providers and environmental agencies that is a collaborative forum for regional transportation planning. The NYMTC region includes New York City, Long Island and the lower Hudson Valley.

The New York Metropolitan Transportation Council (NYMTC) region encompasses an area of 2,440 square miles and a population of about 12 million, which in 2007 was approximately 64 percent of New York State's population.

Voting Members:

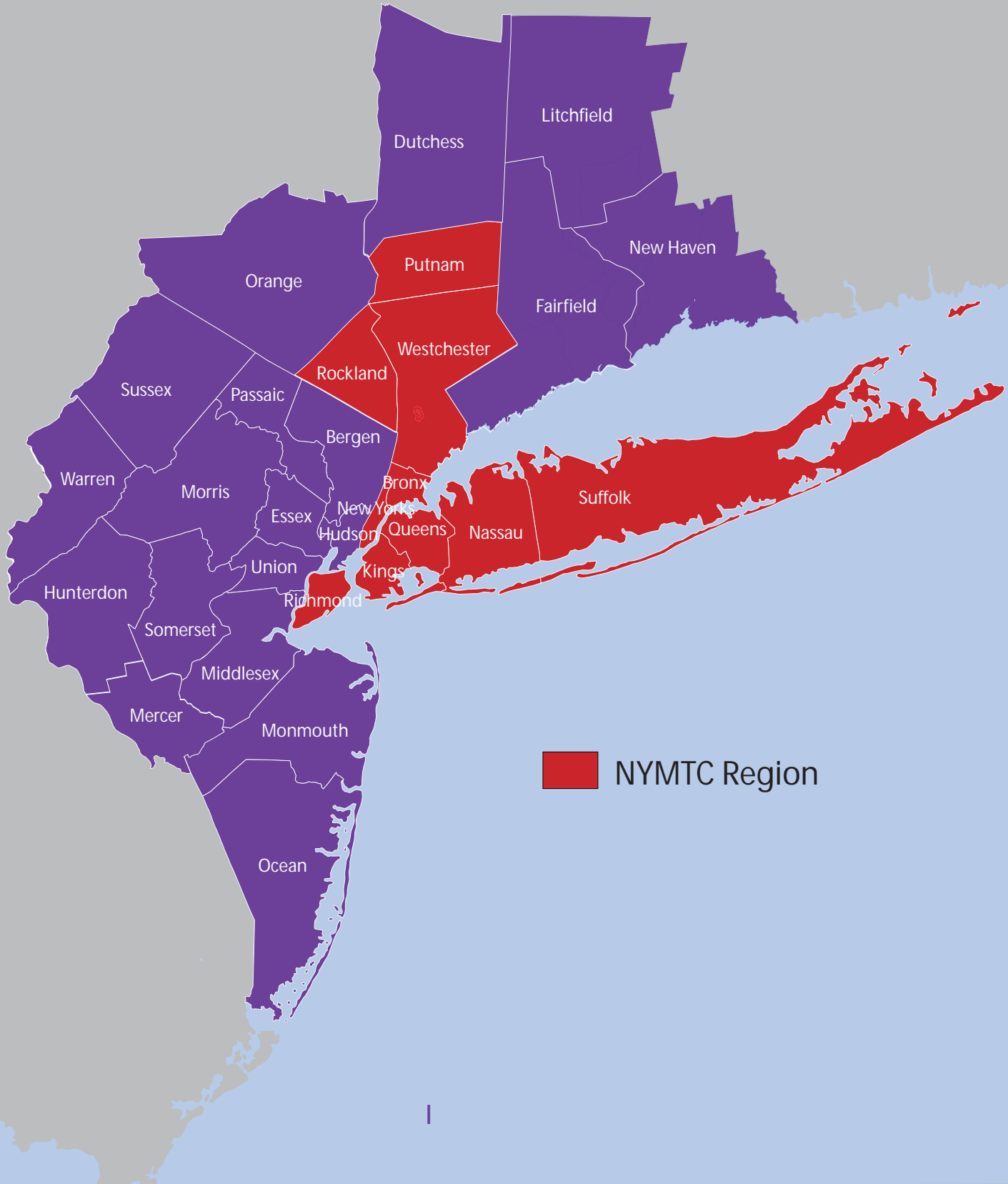
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- United States Environmental Protection Agency (USEPA)

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NEW YORK - NEW JERSEY - CONNECTICUT METROPOLITAN AREA MAP



REPORT HIGHLIGHTS

TRUCK TOLL MAJOR RIVER CROSSINGS 2006-2007

Truck Toll Major River Crossings 2006-2007

	2006 Volume of truck trips	2007 Volume of truck trips	Lanes(1)	Percent of change
1 George Washington Br. (PANY&NJ): I-95	8,668,890	8,709,792	14	0.5%
2 Throgs Neck Br. (MTA B&T): I-278	4,481,580	4,433,477	6	-1.1%
3 Triborough Br. Bronx & Manhattan (MTA B&T): I-278	4,257,775	4,324,360	8	1.6%
4 Verrazano Narrows Br. (MTA B&T): I-278	3,896,434	3,857,230	12	-1.0%
5 Newburgh-Beacon Br.(NYSBA): I-84	3,357,000	3,324,202	7	-1.0%
6 Tappan Zee Br. (NYSTA): I-278	2,979,338	2,982,050	7	0.1%
7 Bronx Whitestone Br. (MTA B&T): I-678	2,643,057	2,882,549	6	9.1%
8 Lincoln Tun. (PANY&NJ): I-495	2,765,970	2,880,054	6	4.1%
9 Goethals Br. (PANY&NJ): I-278	2,314,208	2,648,384	4	14.4%
10 Queens Midtown Tun. (MTA B&T): I-495	2,029,073	2,178,126	4	7.3%
11 Outerbridge Crossing (PANY&NJ): N-440	1,988,636	1,856,332	4	-6.7%
12 Brooklyn Battery Tun. (MTA B&T): I-478	796,737	893,443	4	12.1%
13 Bayonne Br. (PANY&NJ): NY-440	819,396	742,326	4	-9.4%
14 Mid-Hudson Br. (NYSBA): US-44	491,352	483,372	5	-1.6%
15 Cross Bay/Veterans Memorial Br. (MTA B&T)	368,724	430,207	6	16.7%
16 Rip Van Winkle Br. (NYSBA): NY-23	284,916	268,752	2	-5.7%
17 Kingston-Rhinecliff Br. (NYSBA): US-209	256,562	251,228	2	-2.1%
18 Marine Parkway Br. (MTA B&T)	196,585	221,981	4	12.9%
19 Bear Mountain Br. (NYSBA): US-6	148,986	142,940	2	-4.1%
20 Henry Hudson Br. (MTA B&T): NY-9A	113,952	126,524	7	11.0%
21 Atlantic Beach Br. (NCBA)	68,383	58,777	5	-14.0%

Toll Barriers/Interchanges

	2006 Volume	2007 Volume	Lanes	Percent of change
1 NJ Turnpike Exit 7A-18	25,218,982	25,237,726	6-14 lanes (3)	0.1%
2 NJTA-Garden State Pkwy (2)	4,636,934	4,569,787	2-4 lanes (3)	-1.4%
3 New Rochelle (NYSTA): I-95	4,996,582	5,015,536	3	0.4%
4 Spring Valley (NYSTA): I-87/287	2,540,716	2,494,622	3-4 lanes (3)	-1.8%
5 Yonkers (NYSTA): I-87	1,995,979	2,078,657	2	4.1%
6 Harriman (NYSTA): I-87	1,278,688	1,297,184	2	1.4%

(1) Travel lanes, not toll plaza lanes
 (2) Includes trucks weighing 3.5 tons or less.

(3) Depending on highway system
 Note: Holland Tunnel data not available

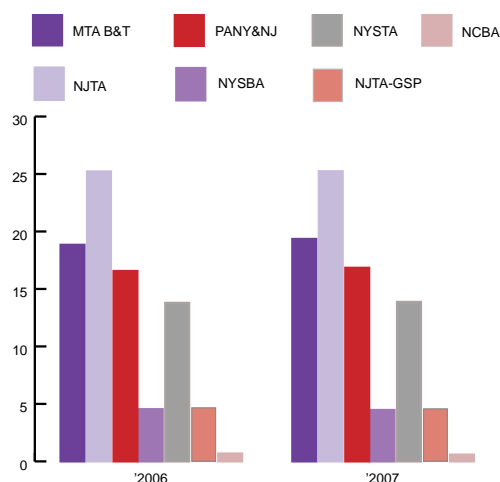
Source: Operating Agency monthly records.

Notes

- For facilities with toll collected one way the volume is doubled
- Commercial vehicles are allowed on GSP only south of exit 105.

Figure of traffic on NJT calculated as 80% of total commercial traffic on NJT.

Toll Agency Annual Truck Volumes



2006-2007 PANY&NJ data does not include Holland Tunnel
 Source: Toll agencies data

Glossary

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

TABLE OF CONTENTS

Region Map	I
Report Highlights	II
Table of Contents	III-IV
Text: Truck Toll Volumes	1 -16
Attachment A	17
Figures:	
Figure 1: Toll Agency Annual Truck Toll Volumes, 2005-2007	19
Figure 2A: PANY&NJ Annual Truck Toll Volumes by Facility, 2005-2007	19
Figure 2B: PANY&NJ Quarterly Truck Toll Volumes, 2005-2007	19
Figure 2C: PANY&NJ 2007 Truck Toll Volume by Type	19
Figure 3A: MTA B&T Annual Truck Toll Volumes by Facility, 2005-2007	19
Figure 3B: MTA B&T Quarterly Truck Toll Volumes, 2005-2007	19
Figure 3C: MTA B&T 2007 Truck Toll Volumes by Type	20
Figure 4A: NYSBA Annual Truck Toll Volumes by Facility, 2005-2007	20
Figure 4B: NYSBA Quarterly Truck Toll Volumes, 2005-2007	20
Figure 4C: NYSBA 2007 Truck Toll Volumes by Type	20
Figure 5A: NYSTA Annual Truck Toll Volumes by Facility, 2005-2007	20
Figure 5B: NYSTA Quarterly Truck Toll Volumes, 2005-2007	20
Figure 5C: NYSTA 2007 Truck Toll Volumes by Type	21
Figure 6A: New Jersey Annual Truck Toll Volumes by Agency, 2005-2007	21
Figure 6B: Garden State Pkwy, Quarterly Truck Toll Volumes, 2005-2007	21
Figure 6C: Garden State Pkwy, 2007 Truck Toll Volumes by Type	21
Figure 6D: New Jersey Turnpike, Quarterly Truck Toll Volumes, 2005-2007	21
Figure 6E: New Jersey Turnpike, 2007 Truck Toll Volumes by Type	21
Figure 7: NY and NJ Quarterly Truck Toll Volumes by Agency, 2007	22
Figure 8: MTA B&T Annual Truck Toll Volumes by Facility, 1997 - 2007	22
Figure 9: PANY&NJ Annual Truck Toll Volumes by Facility, 1997 - 2007	23
Figure 10: NJ Turnpike and GS Pkwy Annual Truck Toll Volumes by Facility, 1997-2007	23
Figure 11: NYSBA Annual Truck Toll Volumes by Facility, 1997-2007	24
Figure 12: NYSTA Annual Truck Toll Volumes by Facility, 1997-2007	24
Figure 13: Northern Corridor Annual Truck Toll Volumes by Facility, 2000-2007	25
Figure 14: Staten Island Annual Truck Toll Volumes by Facility, 2000-2007	25
Figure 15: Annual Commercial Vehicle Registration, New York City 2000-2007	26
Figure 16: Annual Commercial Vehicle Registration, New York Suburbs 2000-2007	26
Figure 17: Annual Commercial Vehicle Registration, 1996-2007, Downstate NY, NJ and Connecticut	26
Figure 18: Annual Commercial Vehicle Registration, 2000-2007, NYC, Nassau-Suffolk, and Mid-Hudson	26
Figure 19: Annual Commercial Vehicle Registration in NY, NJ and CT, 2000-2007	26
Figure 20: Truck Toll Volumes, Population and Employment, Total: Downstate NY, NJ and CT, 2000-2007	26

List of Tables:

Table 1: Annual Truck Volumes at NY-NJ Toll Facilities: 1997 - 2007	29
Table 2A: Comparison of Truck Toll Volumes by Agency, 2006 - 2007	30
Table 2B: Truck Type Distribution by Agency, 2006 - 2007	30
Table 2C: Operating Agencies Truck Volumes by Types, 2006 - 2007	30
Table 3A: 2006 Quarterly Truck Toll Volume and Share by Agency	31
Table 3B: 2007 Quarterly Truck Toll Volume and Share by Agency	31
Table 4: Comparison of Quarterly Truck Toll Volume, Hudson River Crossings, 2006-2007	32
Table 5: Comparison of Quarterly Truck Toll Volume, East River Crossings, 2006-2007	32
Table 6: Comparison of Quarterly Truck Toll Volume, Staten Island Crossings, 2006-2007	33
Table 7: Comparison of Quarterly Truck Toll Volume, Harlem River Crossings, 2006-2007	33
Table 8: Comparison of Quarterly Truck Toll Volume, South Shore Crossings, 2006-2007	33
Tables 9A & 9B: Monthly Truck Toll Volume, Hudson River Crossings, 2006 - 2007	34
Tables 10A & 10B: Monthly Truck Toll Volume, East River Crossings, 2006 - 2007	35
Tables 11A & 11B: Monthly Truck Toll Volume, Staten Island Crossings, 2006 - 2007	36
Tables 12A & 12B: Monthly Truck Toll Volume, Harlem River Crossings, 2006 - 2007	37
Tables 13A & 13B: Monthly Truck Toll Volume, South Shore Crossings, 2006 - 2007	37
Tables 14A & 14B: Monthly Truck Toll Volume by Operating Agencies: 2006 - 2007	38
Table 15: Comparison of Quarterly PANY&NJ Truck Toll Volume by Facility, 2006 - 2007	39
Table 16: Comparison of Quarterly MTA - B&T Truck Toll Volume by Facility, 2006 - 2007	40
Table 17: Comparison of Quarterly NYS BA Truck Toll Volume by Facility, 2006 - 2007	41
Table 18: Comparison of Quarterly NYS TA Truck Toll Volume by Facility, 2006 - 2007	42
Table 19: Comparison of Quarterly New Jersey Turnpike Authority Truck Toll Volume by Facility, Garden State Parkway, 2006 - 2007	43
Table 20A: Comparison of Quarterly New Jersey Turnpike Authority Truck Toll Volume by Interchanges 7 through 18, 2006 - 2007	44
Table 20B: Comparison of Quarterly Truck Toll Volume on Nassau County Bridge Authority Crossings, 2006 - 2007	44
Table 21: Annual Commercial Vehicle Registrations in the NYMTC Region and Metropolitan Area, 1997 to 2007	45
Exhibit C:	47
History of Truck Toll Rates on Selected NY-NJ Tunnels & Bridges	49
EZPass Opening Dates	51
New York State Bridge Authority Toll Rates and Weight Limits	52
Vehicle Classification on the Thruway System	54
Garden State Parkway Toll Rate	55
New Jersey Turnpike Authority-Classification of Vehicles	56
The Port Authority of NY & NJ Toll Rates	57
MTA Bridges and Tunnels Toll Rates	58
Nassau County Bridge Authority, Toll Rate Schedule	60
Exhibit D:	61
Map #1: Major Motor Vehicle Crossings: New York State/New Jersey	63
Map #2: Major Motor Vehicle Crossings: Upstate	64
Map #3: New Jersey State	65

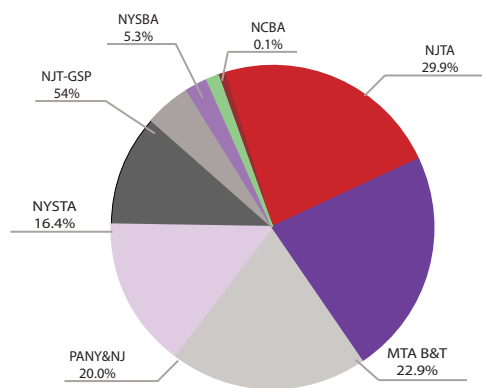
TRUCK TOLL VOLUMES IN 2007

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 years 2006 and 2007. It also includes some truck-related data from southwestern Connecticut. The report is based on truck data supplied by agencies entrusted with maintaining the region's toll barriers and includes characteristics such as: number of truck 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. The seven operating agencies that supply monthly vehicle reports 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 Turnpike Authority - Garden State Parkway (GSP) Division; New Jersey Turnpike Authority (NJTA); and Nassau County Bridge Authority (NCBA). The NYCDOT-operated East River Bridges (Brooklyn, Manhattan, Queensborough and Williamsburg bridges) are non-toll bridges and therefore are not included in this report.



Major Highlights: The extent of truck travel has risen consistently but unevenly in the region over the past 20 years. In the period under review, the region's truck toll volume shows 0.8 percent increase from 2006 and totaled 84.4 million vehicle trips, compared to 83.7 million in the previous year. The data for 1987 to 2007 included in Table 1 (App. B) indicate that in 2007, as in the last 20 years, the New Jersey Turnpike Authority (NJTA) retained the highest volume of trucks, handling almost 30 percent of the region's truck trips (0.2 million more truck trips than last year), followed by MTA B&T and the Port Authority of New York and New Jersey, with 23 and 20 percent, respectively (see Table 1). The New York State Thruway Authority (NYSTA) facilities handled 16 percent of all truck volumes in 2007, similar to counts over the past five years. The contribution of the New York State Bridge Authority (NYSBA), the NJTA - Garden State Parkway and the Nassau County Bridge Authority (NCBA) remained mostly unchanged at approximately 5 percent for NYSBA and GSP and 0.1 percent for NYCBA.

Figure A
Operating Agency Share of Truck Toll Volumes by Facility
2007



Source: Toll agency data
PANY&NJ data does not include Holland Tunnel data.
Source: Toll Agency data

River Crossings: The nine toll bridges and tunnels that span the Hudson River carried a combined 23 million trips in 2007, 0.2 percent more than in 2006. The tenth crossing, Holland

Tunnel's data are not included, because of east bound restrictions in truck traffic, which prevent doubling the one-way collected truck trips data. The George Washington Bridge has the highest percentage increase in truck trips in 2007 over 2006 (2 percent). The GWB, followed by the Verrazano Narrows Bridge and the Newburgh-Beacon Bridge were the three most heavily traveled Hudson River facilities in both 2007 and 2006.

There was a 4 percent increase to 14.7 million trips from the previous year in truck trips traveling via the two tunnels and three toll bridges that span the East River. Two of MTA-B&T's facilities, the Triborough Bridge and the Throgs Neck Bridge, contributed 60 percent of truck trips using the East River crossings. These two bridges provide the most traveled link between New York City and upstate New York, other northeastern states and Canada.

Truck traffic over the Arthur Kill and Kill Van Kull waterways between Staten Island and New Jersey increased from 2006 by 2.4 percent to 5.2 million trucks. The largest increase of 300,000 trips was noted on the Goethals Bridge, which was the most traveled bridge over these crossings.

Henry Hudson Bridge is closed to commercial vehicles except for emergency vehicles and those transporting material for bridge-related improvements. While the construction activity on this Harlem River crossing continued, activity increased by 10 percent from 2006.

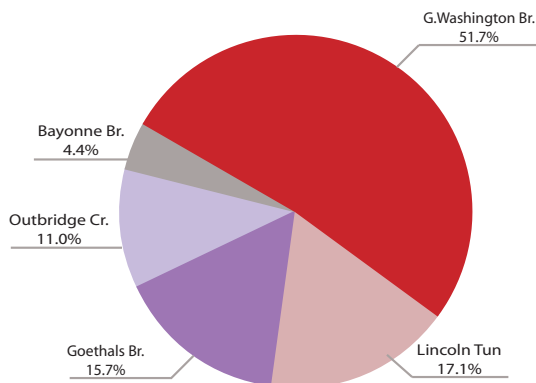
On the South Shore's three toll bridges, the number of truck trips in 2007 was 711,000, an increase in truck volumes of 9.1 percent from 651,000 in 2006.

Vehicle Classification: Most agencies classify commercial vehicles according to number of axles. In 2007, as in the previous year, the most popular were 5-axle vehicles (33.5 million trips) and two-axle vehicles (30.6 million trips).

Tolls were not increased in 2007 except in NCBA. The last increase went into effect in two agencies (MTA B&T and NYSTA) during 2005. 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. To fight congestion, some agencies, including PANY&NJ, have introduced flexible tolls depending on the time of day and if the trip is made on a weekday or weekend.

Facilities Operated by PANY&NJ

Figure B
PANY&NJ Share of Truck Toll Volume by Facility
2007



Note: Holland Tunnel has restrictions for commercial traffic and therefore is not included

The Port Authority of New York and New Jersey 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). In 2007, facilities operated by PANY&NJ account for 20 percent of all truck toll trips in the New York metropolitan area.

Overall, during 2007 the six bridges and tunnels under the PANY&NJ's

jurisdiction handled a total of 16.8 million truck trips, an increase of 1.7 percent or 280,000 trips from 2006. 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 78 percent of all trucks using the PANY&NJ facilities in both 2006 and 2007.

DESCRIPTION OF FACILITIES

GEORGE WASHINGTON BRIDGE (GWB)

The GWB 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 span of this bridge is 4,760 feet long and 119 feet wide, with a 90 foot wide roadway, plus 12 toll lanes of traffic on the upper and lower levels. Seven lanes lead to Palisades Parkway. In 2007, truck and trailer traffic using the GWB increased by 0.5 percent to 8.7 million trips. The Class 5 trucks are still the most popular type, with 53 percent of all GWB trips or 4.6 million trips in 2007. The trips over GWB still represent over 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 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)

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) and 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 the 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). In 2007, truck traffic reached 2.9 million trips, an increase of 4 percent from 2006. It represents 17.1 percent of all PANY&NJ truck trips. The most popular type of trucks was Class 2, which accounted for 52 percent of the total LT truck trips and Class 3, which accounted for 21 percent.





The Holland Tunnel opened to traffic in November 1927.

The roadway has 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 2002 but reinstated in August 2005 for safety reasons. As the remaining toll crossings traffic is calculated by multiplying the collected one-way data by two, the difference between east-bound truck traffic and west-bound traffic is too significant to use this method for the Holland Tunnel, therefore, the HT data are not included in this report analysis. Holland Tunnel truck volume in an eastern direction is zero (except emergency vehicles), and in western direction was listed as 98,000, with small trucks account for 96 percent of all trips through this tunnel.

STATEN ISLAND CROSSINGS

Staten Island crossings cover the three spans that link Staten Island to Hudson and Union counties in New Jersey: 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.

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. In 2007, the truck traffic on the GB reached 2.6 million truck trips (14 percent increase from 2006) and accounts for 15 percent of all PANY&NJ truck toll volumes. The most popular type of trucks on GB were Class 5 trucks with 1.3 million truck trips, which accounted for 48 percent of total truck trips over the bridge.



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 Outerbridge Crossing via westbound 1-278. This bridge measures 5,780 feet long and 85 feet wide with four 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 Bayonne Bridge had the lightest truck volumes of the Staten Island crossings in 2007 with 0.7 million truck trips, accounting for 4.4 percent of all PANY&NJ truck toll volumes. The most popular type of trucks on BB was Class 5, which accounted for 44 percent of total truck trips.

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 opened to traffic in 1928, is 8,800 feet long and 62 feet wide, has four lanes of traffic and channel clearance of 145 feet at mid-span. The Outerbridge Crossing (OC) had a total 2007 volume of 1.9 million trips, a decrease of 7 percent over 2006. The most popular type of trucks on the OC was Class 5, which accounted for 46 percent of total truck trips. The OC traffic accounts for 11 percent of all PANY&NJ truck toll volumes.

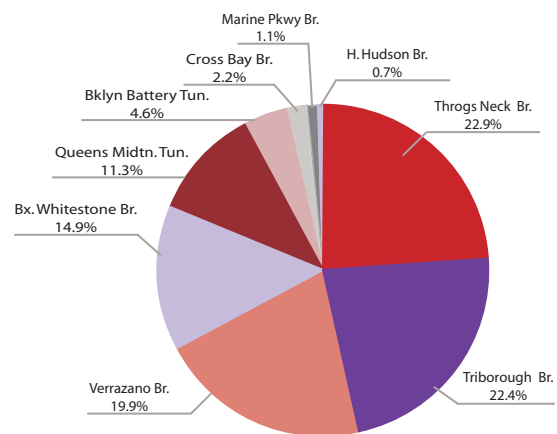
PANYNJ Toll Structure: in 2007, round trip tolls on the PANY&NJ's six facilities for truck classes 2-6 were \$6 per axle while paying cash during peak hours, \$5 per axle during the off-peak hours, and \$3.50 overnight for holders of E-ZPass. In 2001, PANY&NJ instituted value pricing on its bridges and tunnels. For trucks with E-ZPass, the current discount was 17 percent for off-peak hours and 42 percent for overnight hours. There were no toll changes in 2007. Tolls are only collected for eastbound traffic, therefore, truck traffic data are doubled to reflect total trips. This method could not be used for the Holland Tunnel, because of commercial vehicles restrictions in east direction. Therefore, HT data are not included in 2007 report.

Metropolitan Transportation Authority - Bridges & Tunnels (MTA B&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 almost 23 percent of all truck toll trips in the New York metropolitan area.

During 2007, the facilities under the MTA-B&T's jurisdiction handled a total of 19.3 million truck trips, an increase of 2.7 percent from 2006. The most significant increases were listed on the Bronx Whitestone Bridge (238,000 trips or 9 percent increase) and Queens Midtown Tunnel (124,000 or 6 percent increase). The highest increases in percentage gain were on the Cross Bay and Marine Parkway Bridges (12 and 11 percent increase respectively). Two-axle trucks were the most popular and accounted for 57 percent of the total trips. Only on the Throgs Neck Bridge, five-axle trucks dominated (31 percent).

Figure C
MTA B&T Share of Truck Toll Volume by Facility 2007



Source: Toll agency data



Description of Facilities:

Triborough Bridge (TB) 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 at the Randall's Island interchange, where there are two toll plazas and traffic is sorted out in 12 directions. In 2007, this bridge handled 4.3 million truck trips or 22 percent of all truck traffic over the MTA B&T bridges and tunnels. Between 2006 and 2007, the increase in truck traffic reached 1.5 percent (on both Manhattan and Bronx toll plazas). The most popular type of trucks on TB was smaller Class 2 trucks, which accounted for 68 percent of total truck trips on the bridge, followed by Class 5, which accounted for 15 percent of total truck trips on the bridge.



Bronx Whitestone Bridge (BWB): The Bronx Whitestone Bridge 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 along with the Bruckner and Cross Bronx Expressways. On the Queens side, the bridge provides access to the Whitestone and Malba communities in addition to a connection to the Cross Island Parkway and the Whitestone Expressway. In 2007, this bridge handled 2.9 million truck trips and accounted for 15 percent of all truck traffic over the MTA B&T bridges, an increase of 9 percent from 2006. The most popular type of trucks was Class 2, which accounted for 49 percent of the total truck trips and Class 5, which accounted for 31 percent.



The Throgs Neck Bridge (TNB) connecting the boroughs of the Bronx and Queens 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 Expressway and Bruckner Expressway, Hutchinson River Parkway and 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 2007, the Throgs Neck Bridge handled the largest share of MTA-B&T total truck traffic: 4.4 million trips or 23 percent. The most popular type of trucks was Class 5, which accounted for 43 percent of total truck trips, followed by Class 2 which accounted for 39 percent of total truck trips.



Verrazano Narrows Bridge (VNB) 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 and 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. In 2007, this bridge handled 3.9 million truck trips and accounted for 20 percent of all traffic over the MTA B&T facilities. The most popular type of trucks were Class 2, which accounted for 51 percent of total truck trips on VNB, followed by Class 5, which accounted for 31 percent of total truck trips on the bridge.



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 the Murray Hill residential neighborhood in Manhattan to the 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 2007, this tunnel handled 2.2 million

truck trips, a 6 percent increase from 2006. It accounted for 11.3 percent of all truck traffic over MTA B&T facilities. The most popular type of truck was Class 2, which accounted for 78 percent of total trips, followed by Class 3.

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 2007, this tunnel handled 900,000 truck trips and accounted for 4.6 percent of all truck traffic over MTA B&T facilities. The most popular type of truck was Class 2, which accounted for 75 percent of total trips, followed by Class 3.



Henry Hudson Bridge (HHB) was named in honor of the 17th century explorer. This bridge 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 mergers. When it 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 delivery vehicles (U.S. Post Office, UPS, FedEx), tow trucks and school buses and contractor vehicles for HHB road and infrastructure improvements are allowed to cross the bridge.



All other unauthorized vehicles are “turned around” on the plaza. Commercial traffic on HHB in 2007 totaled 126,000 trips, and accounts only for 0.6 percent of all truck trips over MTA B&T bridges. The most popular type of trucks was Class 2, which accounted for 96 percent of total trips, and was followed by truck Class 3.



The Marine Parkway/Gil Hodges Memorial Bridge, later 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 is part of the Gateway National Recreation Area. The bridge has direct connection to the Shore Parkway and Flatbush Avenue. In 2007, the Marine Parkway Bridge handled 222,000 truck trips and accounted for one percent of all truck trips on MTA B&T facilities. The most popular type of trucks was Class 2, which accounted for 85 percent of total trips, followed by truck Class 3.

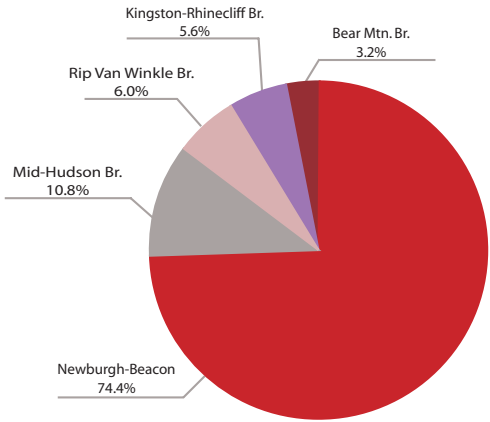
The Cross Bay/Veterans Memorial Bridge, completed in 1939, sits four miles east of the Marine Parkway Bridge. It connects the Rockaway Peninsula to Queens, the Belt Parkway and the Southern State Parkway on Long Island. It is a high level bridge which permits boats to pass underneath. In 2007, this bridge handled 430,000 truck trips and accounted for 2 percent of total MTA-B&T trips. The most popular type of trucks was Class 2, which accounted for 80 percent of total trips, followed by truck Class 3.



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. The last toll rates increase was in 2005. 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 \$4.50 for 2-axle trucks with a maximum gross weight of 7,000 lbs or under, with \$2 per additional axle, and \$9.00 for 2-axle trucks greater than 7,000 lbs. (\$5 for each additional axle). For the Verrazano Narrows Bridge, the toll collected is \$4.50 or \$9.00. 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 \$2.25 with \$1.25 for each additional axle. Discount for E-ZPass. No changes in 2007.

Facilities Operated by the New York State Bridge Authority (NYS BA)

Figure D
NYS BA Share of Truck Toll Volume by Facility
2007



Source: Toll agency data

New York State Bridge Authority (NYSBA), created by then Governor Franklin D. Roosevelt in 1932, operates five toll bridges spanning the Hudson River: Rip Van Winkle Bridge; Kingston-Rhinecliff Bridge; Mid-Hudson Bridge; Newburgh-Beacon Bridge; and Bear Mountain Bridge. These facilities operated by the NYS BA accounted for 5.3 percent of all truck toll trips in the New York metropolitan area in 2007, and handled 4.5 million truck trips, 1.5 percent less than in 2006. Two and five-axle trucks were the most prevalent.

Description of Facilities:

Newburgh-Beacon Bridge (NBB), the 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 2007, this bridge was heavily traveled with 3.3 million truck trips accounting for 74.4 percent of total NYSBA truck trips. The most popular truck type was Class 5 (2.2 million trips) which accounted for 66 percent of total truck trips over this bridge. Class 2 accounted for 20 percent.

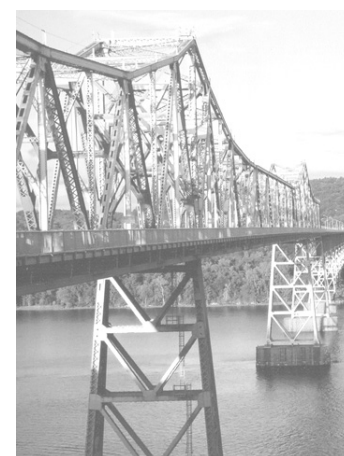
Mid-Hudson Bridge (MHB) with 0.5 million truck trips in 2007 was opened to traffic in August 1930. It provides a vital route across the Hudson, between Poughkeepsie and Highland, and was the second span across the Hudson below Albany after the completion of the Bear Mountain Bridge. Its overall length is 3,000 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 2007, the Mid-Hudson Bridge accounted for 11 percent of all NYSBA truck traffic. The most popular truck type was Class 2 (300,000 trips) which accounted for 64 percent of total truck trips over this bridge.



Bear Mountain Bridge (BMB) was 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 2007, the BMB accounted for only 3.2 percent of all NYSBA truck traffic, with 143,000 truck trips. The most popular truck type was Class 2 (80,000 trips) which accounted for 55 percent of total truck trips over this bridge.

Rip Van Winkle Bridge (RVW) built during the Great Depression, this bridge was opened to traffic in July 1935. The bridge was designed as cantilevered and 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 2007, this bridge accounted for 6 percent of all NYSBA truck traffic, with 269,000 truck trips. The most popular truck type was Class 2 (141,000 trips) which accounted for 52 percent of total truck trips over this bridge.

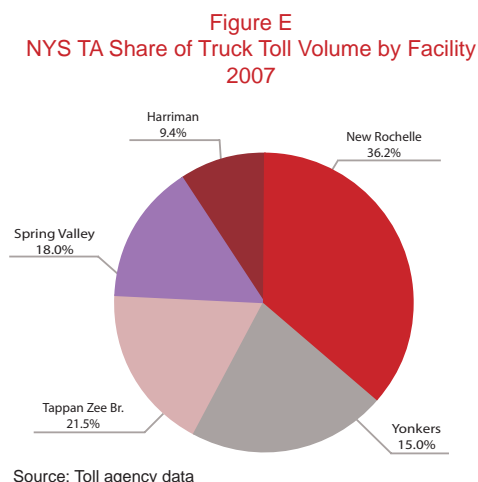


Kingston-Rhinecliff Bridge (KRB) was opened to traffic in February 1957 to replace the Kingston-Rhinecliff ferry which was abandoned. It still serves as a vital link across the Hudson. The structure is supported by a continuous under-deck trusses. The overall length is 7,793 feet, the main span length is 800 feet, and clearance above river is 250 feet. In 2007 this bridge accounted for 5.6 percent of all NYSBA truck traffic, with 251,000 truck trips. The most popular truck type was Class 2 (161,000 trips) which accounted for 64 percent of total truck trips over this bridge.

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 was not changed in 2007.

Facilities Operated by the New York State Thruway Authority (NYS TA)

The Governor Thomas E. Dewey Thruway, the 641-mile New York State superhighway crossing 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 (I-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 between the Garden State Parkway in New Jersey and Cross-Westchester Expressway (I-287 connection) was considered for 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 16.4 percent of all



truck toll trips in the New York metropolitan area. Toll facilities include New Rochelle, Yonkers, Spring Valley and Harriman Barriers, and Tappan Zee Bridge and accounted for 13.9 million toll truck trips in 2007.

Description of Facilities:

Governor Malcolm Wilson

Tappan Zee Bridge (TZB)

at three miles long is one of the longest bridges in the U.S. It carries the New York Thruway's mainline across the Hudson River, about 13 miles north of New York City. It was opened to traffic on December 1955. In 2007, the TZB carried 3 million truck trips and accounted for 21.5 percent of all NYS TA truck toll volume. Because of a different classification system, it is difficult to compare truck class with other agencies. In 2007, the most popular truck type was the large trucks



category which accounted for 64 percent of total truck trips over this bridge.



New Rochelle and Harriman toll barriers

truck trips accounted for 36.2 percent and 9.4 percent of all truck traffic registered by the New York State Thruway Authority. In 2007, the most popular truck type was the large trucks category which accounted for 58 and 52 percent of total truck trips over these barriers, respectively.

Yonkers Barrier and Spring Valley Barrier

accounted for 15 and 18 percent of all truck traffic registered by the New York State Thruway Authority. In 2007, the most popular

truck type was the large trucks category which accounted for 58 and 64 percent of total truck trips over these bridge, respectively.

NYSTA Toll Structure:

The Thruway's vehicle classification system does not 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. The classification system was changed in May 2005 and covers two categories: trucks under 7 feet 6 inches height (type 2L through 4L, depending of number of axles) and trucks 7 feet 6 inches or greater (type



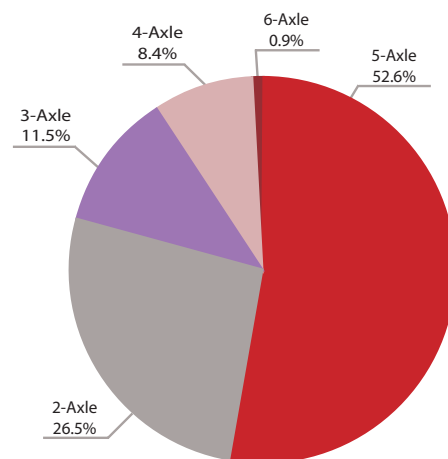
2H through 7H, depending of number of axles). Toll volume depends of vehicle class. At the New Rochelle barrier, Spring Valley barrier and Tappan Zee Bridge the round-trip toll is collected only in one direction (eastbound-trip on New Rochelle, northbound on Spring Valley, and southbound on TZB). Tolls are collected in both directions at the Yonkers and Harriman barriers. There is a significant discount for E-ZPass, and time of day incentive pricing on Spring Valley and Tappan Zee Bridge, with a discount during the weekend and off peak period. No changes in toll in 2007.



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 opened to traffic in November 1951. Fifty-six years later, the New Jersey Turnpike annually serves almost 250 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’s Secaucus rail station and the nearby warehouse district. In 2003, the agency consolidated NJTA and New

Figure F
NJ Turnpike Truck Toll Volumes by Type
2007





Jersey Highway Authority governing the Garden State Parkway. In 2007, NJT (I-95) truck traffic north of exit 7A (northeastern part of New Jersey, included in the NY metropolitan region) represented 30 percent of all of toll truck movement in the New York metropolitan region. 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 (I-95) between interchanges 7A and 18W increased by 0.1 percent

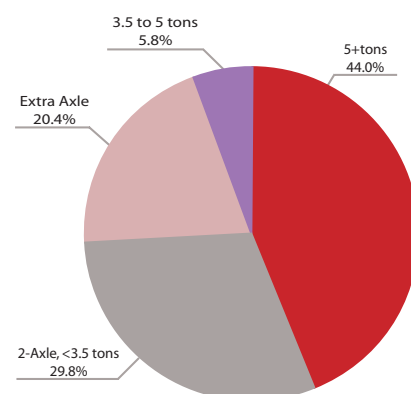
between 2006 and 2007. In 2007, truck toll traffic registered 25.2 million commercial vehicles. These trips represent an estimated 80 percent of the commercial vehicle traffic using the NJT. In 2007, the share of five-axle trucks as a percent of total Turnpike traffic was reported to be 53 percent, similar to 2006. Class 5 truck volume reported an increase of 1 percent from 2006.

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 was not raised in 2007. It is established on a distance-based system 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.

New Jersey Turnpike Authority – Garden State Parkway (GSP) Division:

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. 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 report covers only part of GSP and interchanges south of Asbury toll plaza. In 2007, the GSP truck traffic south of exit 105 represented 5.4 percent of all toll truck movement in the New York metropolitan region. Between 2006 and 2007 truck volumes on Garden State Parkway decreased by 1.9 percent, from 4.7 million to 4.5 million truck trips. This data reflects the 16 of 43 toll plazas on the GSP that carry commercial traffic. Only half of the plazas recorded an increase in truck traffic, from 1.5 percent (Toms River) to 21 percent (Berkeley). The most popular facilities were Asbury with 915,000 trips, Toms River

Figure G
NJTA - Garden State Parkway Truck Toll Volumes by Type



Plaza, which registered 783,000 truck trips, and Barnegat, with 626,000 trips. Wildwood and Somers Point, as in former years, had the lightest truck traffic (21,000 and 63,000 trips, respectively). The most utilized type of trucks were those weighing 5 tons and over (2 million trips) which accounted for 44 percent of all truck trips on GSP, and 2-axle trucks (1.4 million trips), which made up 30 percent.

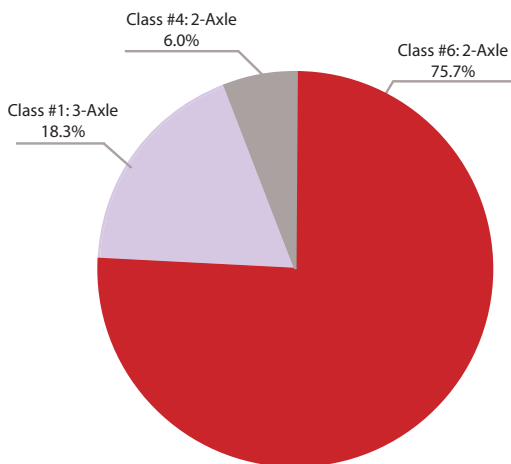


NJTA - GSP Toll Structure: Most operators classify trucks according to the number of axles, except for the Garden State Parkway, where both weight and axles are used. Truck tolls are collected for both directions of travel. There was no change in toll in 2007. There are 16 toll plazas within the described area, but not all are mainline toll plazas. There are six mainline toll plazas and eight ramp plazas. No E-ZPass discount was offered for trucks in 2007.

Nassau County Bridge Authority

The only toll-collecting drawbridge in Nassau County is the Atlantic Beach Bridge located along the South Shore on 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 special restrictions for trucks.

Figure H
Nassau County Bridge Authority Truck Toll Volumes by Type 2007



In 2007, this bridge accounted for only 0.1 percent of all of toll truck movement in the New York metropolitan region, with 59,000 annual trips. The most popular was Class 6 (2-axle truck) which accounted for 76 percent of all truck trips on the bridge.

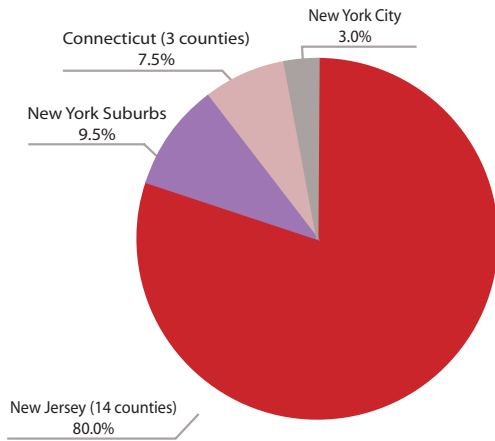
NCBA Toll Structure: The only trucks allowed on the bridge are Commercial Class 4 with 2-axle Truck-Car; Class 6 with 2-axle truck, and Class 1 with 3-axle trucks. Tolls vary according to the vehicle class (number of truck axles). The tolls were increased in 2007. Cash fares for light-duty trucks range from \$2.00

for a Class 4, 2-axle truck to \$6.00 for a Class 1, 3-axle truck. For Class 6 (2-axle trucks) the toll is \$4.00. At this time, the Atlantic Beach Bridge does not utilize the E-ZPass system.



Commercial Vehicle Registrations

Figure I
Commercial Vehicle Registration
2007



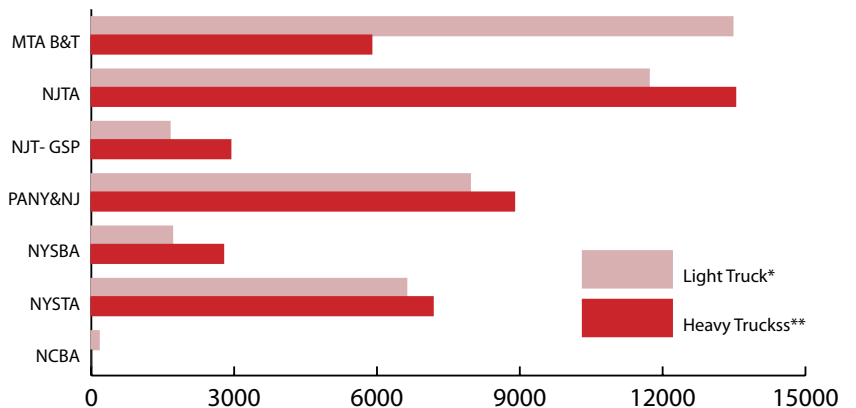
In 2007, there were 2.8 million vehicles with commercial license plates registered in the tri-state New York metropolitan region, a 4.1 percent (110,600 vehicles) increase from 2006. New Jersey had the highest number of registrations (2.3 millions or 80 percent of total commercial registrations) accounting for 5.5 percent of the increase in the region. The downstate New York area had 352,000 commercial registrations, 13 percent of the total, a decrease of one percent from 2006. In the New York suburbs, registrations decreased by 0.1 percent, to 267,000. The Hudson Valley suburbs registered a 1.5 percent increase (mostly in Rockland County and Westchester County) to 109,000, and Long Island counties registered a decrease of 1.1 percent, mostly in Suffolk County. The southwest Connecticut counties, with 212,000 commercial registrations, accounted for 8 percent of all tri-state truck

registrations, and registered a 1.3 percent decrease. Starting from 1999, the Connecticut recording system lists vehicle registration by county (Fairfield, Litchfield and New Haven), rather than by six planning regions, as was before 1999.

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 NJT-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

Figure J
Operating Agencies Share of Truck Toll Volumes by Type
2007



Source: Toll Agency data
* Light Trucks - 2 to 4 axles ** Heavy Trucks ≥ 5 - axles

contains trucks weighing 5 plus tons, and Class 5 covers trucks with extra axles. The Nassau County Bridge Authority permits only light trucks on its toll 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 36 percent and 40 percent of all toll truck trips in 2007. The third most common were 3-axle vehicles, which account for 11 percent of all truck trips. Over the two-year period 2006 - 2007 there was a 2.6 percent rise in light duty truck (two and three-axle) trips, from 38 million to 40 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.

Seasonal variation in truck trips remained constant during 2006- 2007, with the most heavily traveled seasons being April to June, and July to September (21.9 million in spring and 21.7 million in summer of 2007) when goods are delivered for the upcoming fall and winter seasons. The high concentration of trucks has been cited as one of the underlying reasons for air pollution. However, the adherence to federal standards imposed in 1990 (clean fuel, change in truck structure) has helped to reduce ground level pollution from highway mobile sources.

The tolled crossings remained sources of only part of truck traffic in the New York area. In 2007, 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, (average daily traffic both way about 185,000) and the East River bridges linking Manhattan with Queens and Brooklyn, where daily traffic in 2006 accounted for 495,000 vehicles, about 10 percent of it for commercial traffic.

ATTACHMENT A

Figure 1
Toll Agency Annual Truck Toll Volumes
2005-2007

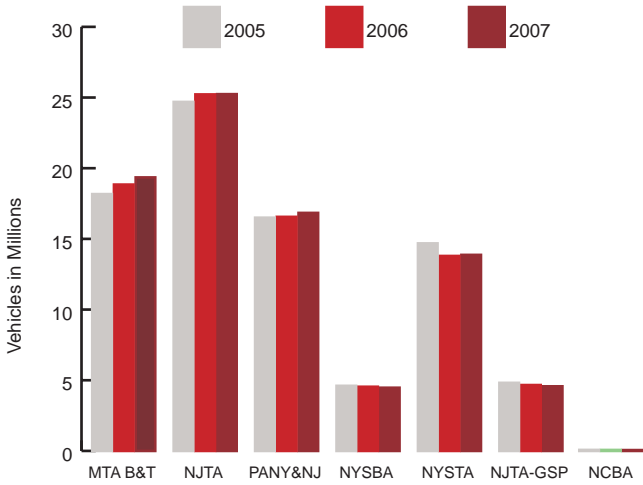


Figure 2A
PANY&NJ Annual Truck Toll Volumes by
Facility

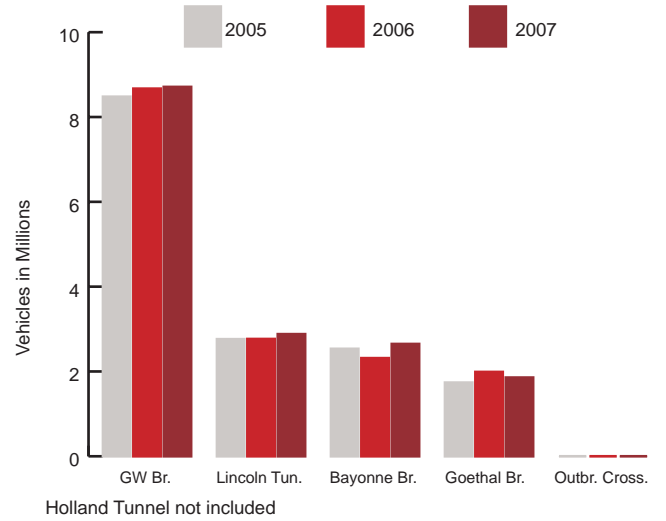


Figure 2B
PANY&NJ Quarterly Truck Toll Volumes
2005-2007

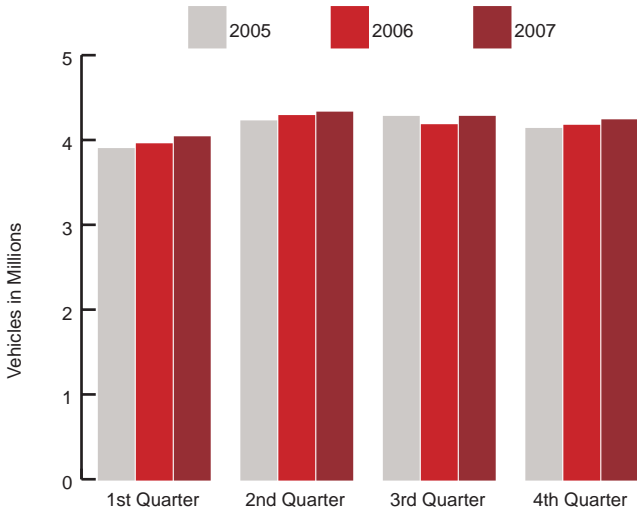


Figure 2C
PANY&NJ Truck Toll Volumes by Type
2007

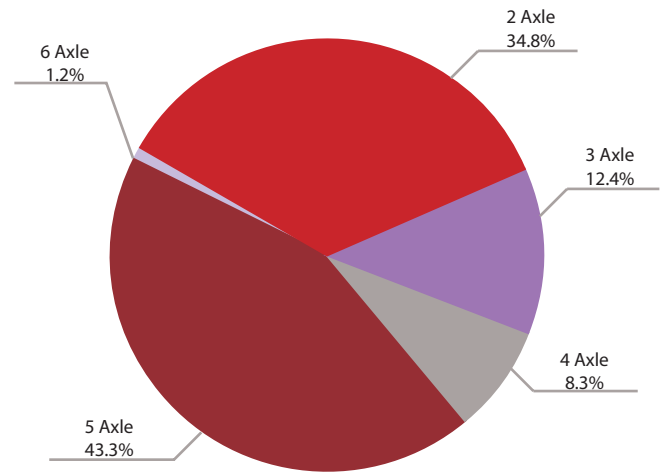


Figure 3A
MTA B&T Annual Truck Toll Volumes
by Major Facility 2005-2007

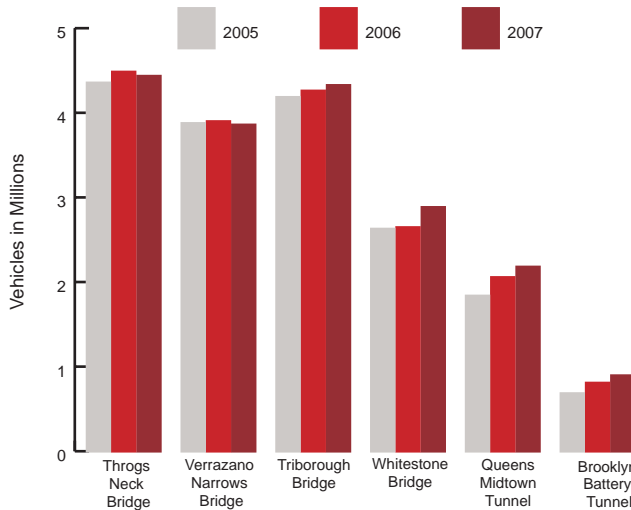


Figure 3B
MTA B&T Quarterly Truck Toll Volumes
2005-2007

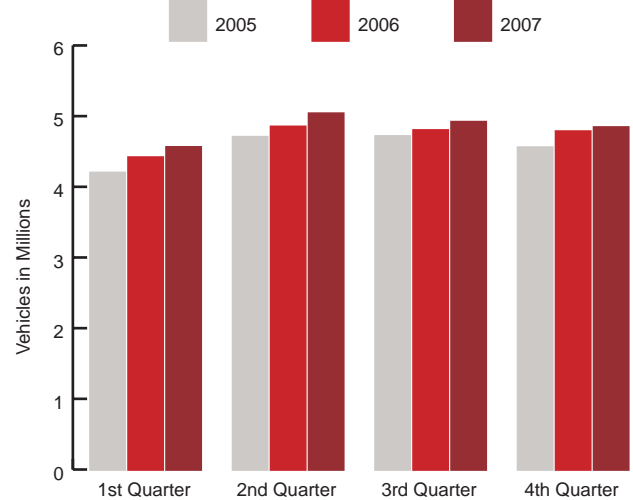


Figure 3C
MTA B&T Truck Toll Volumes by Type
2007

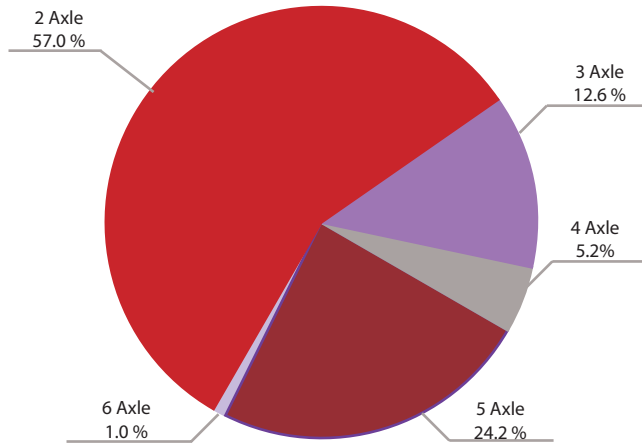


Figure 4A
NYSBA Annual Truck Toll Volumes by Facility
2005-2007

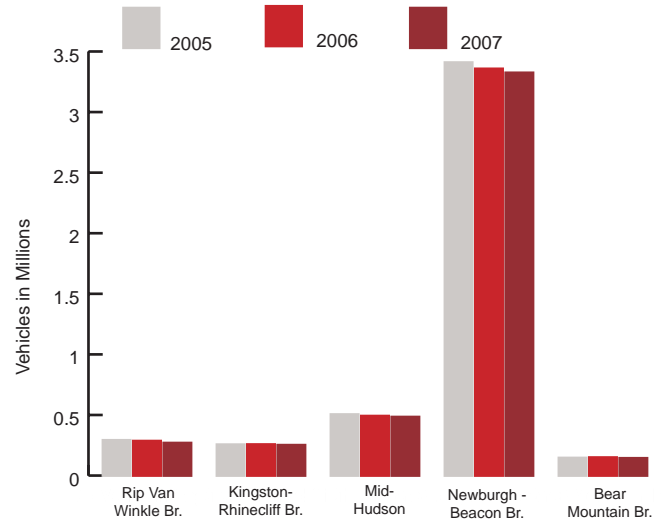


Figure 4B
NYSBA Quarterly Truck Toll Volumes
2005-2007

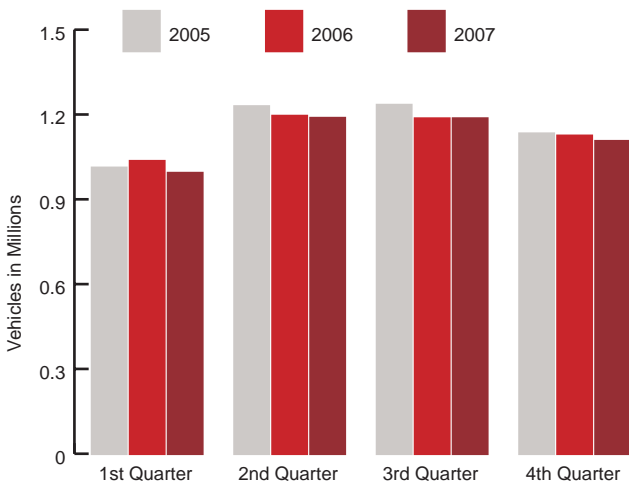


Figure 4C
NYSBA Truck Toll Volumes by Type
2007

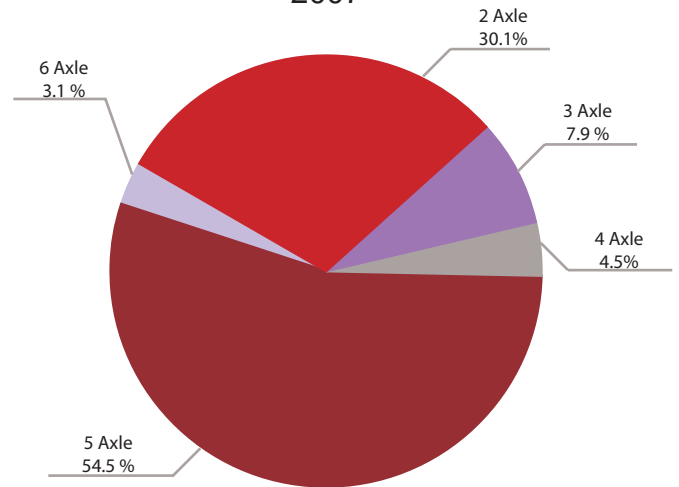


Figure 5A
NYSTA Annual Truck Toll Volumes by Facility
2005-2007

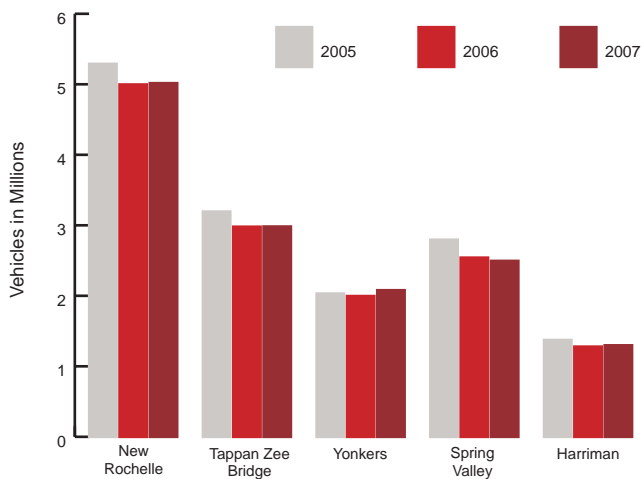


Figure 5B
NYSTA Quarterly Truck Toll Volumes
2005-2007

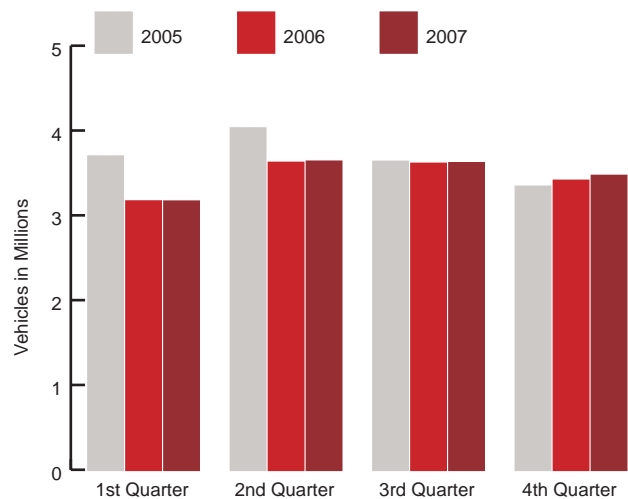


Figure 5C
NYSTA Truck Toll Volumes by Type
2007

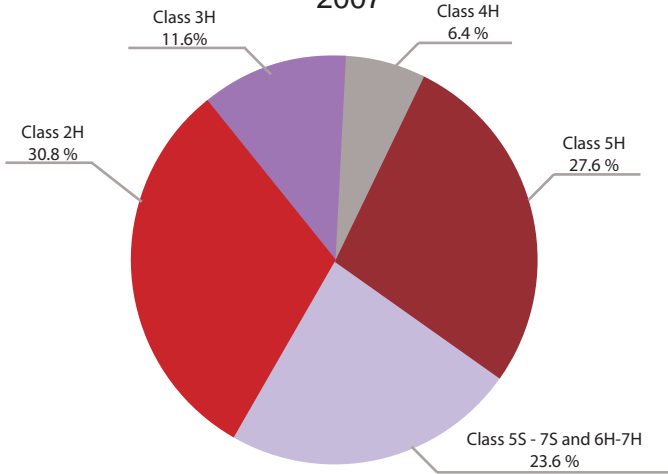


Figure 6A
New Jersey Annual Truck Toll Volumes by Agency
2005-2007

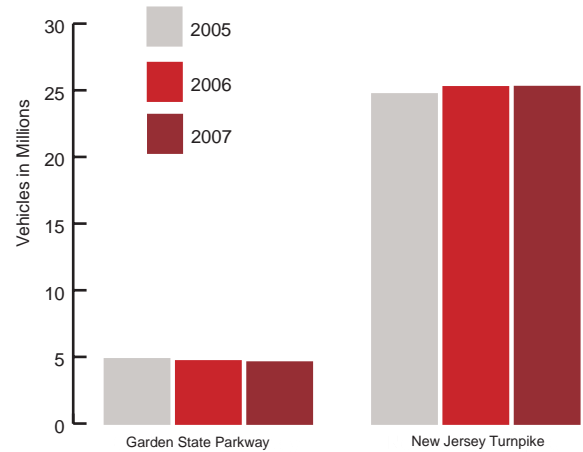


Figure 6B
Garden State Parkway, Quarterly Truck Toll Volumes by Type
2005-2007

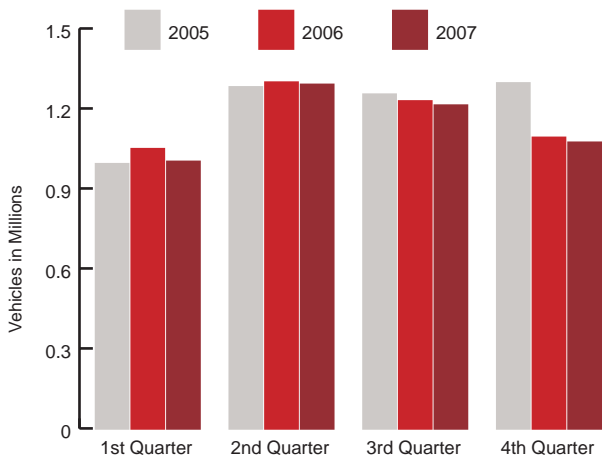


Figure 6C
Garden State Parkway, Truck Toll Volumes by Type
2007

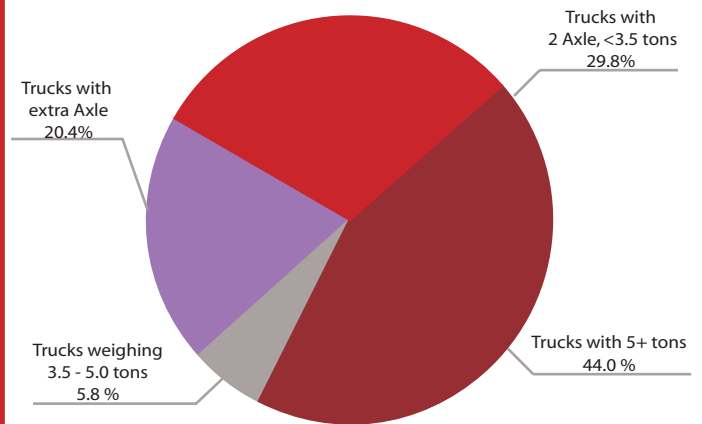


Figure 6D
NJ Turnpike, Quarterly Truck Toll Volumes
2005-2007

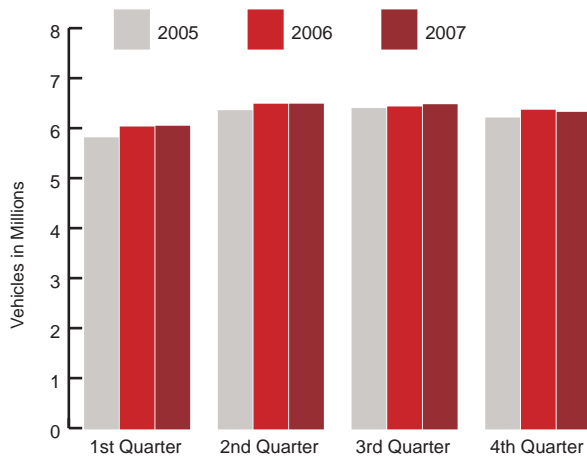


Figure 6E
NJ Turnpike, Truck Toll Volumes by Type
2007

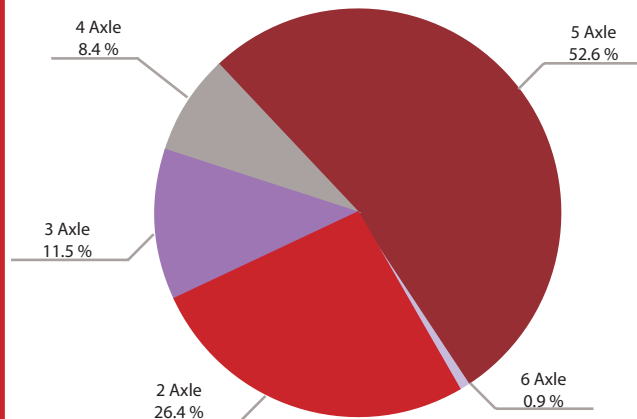
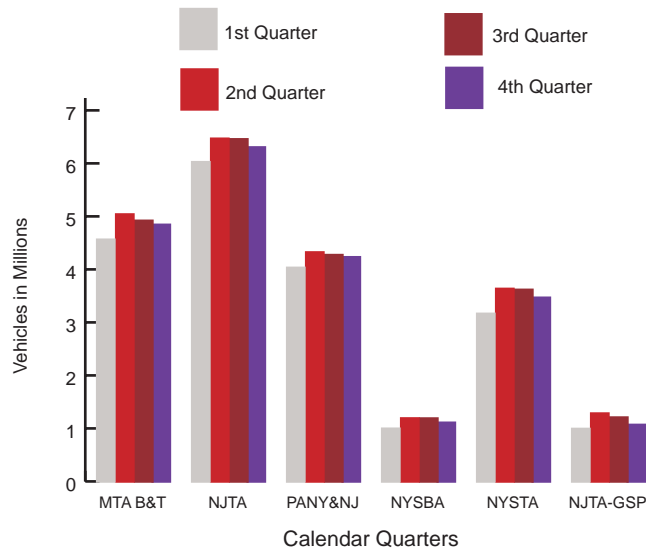


Figure 7
 NY and NJ Quarterly Truck Toll Volumes by Agency
 2007



Source: Toll Agency data

Figure 8
 MTA B&T Annual Truck Toll Volumes by Facility
 1997-2007

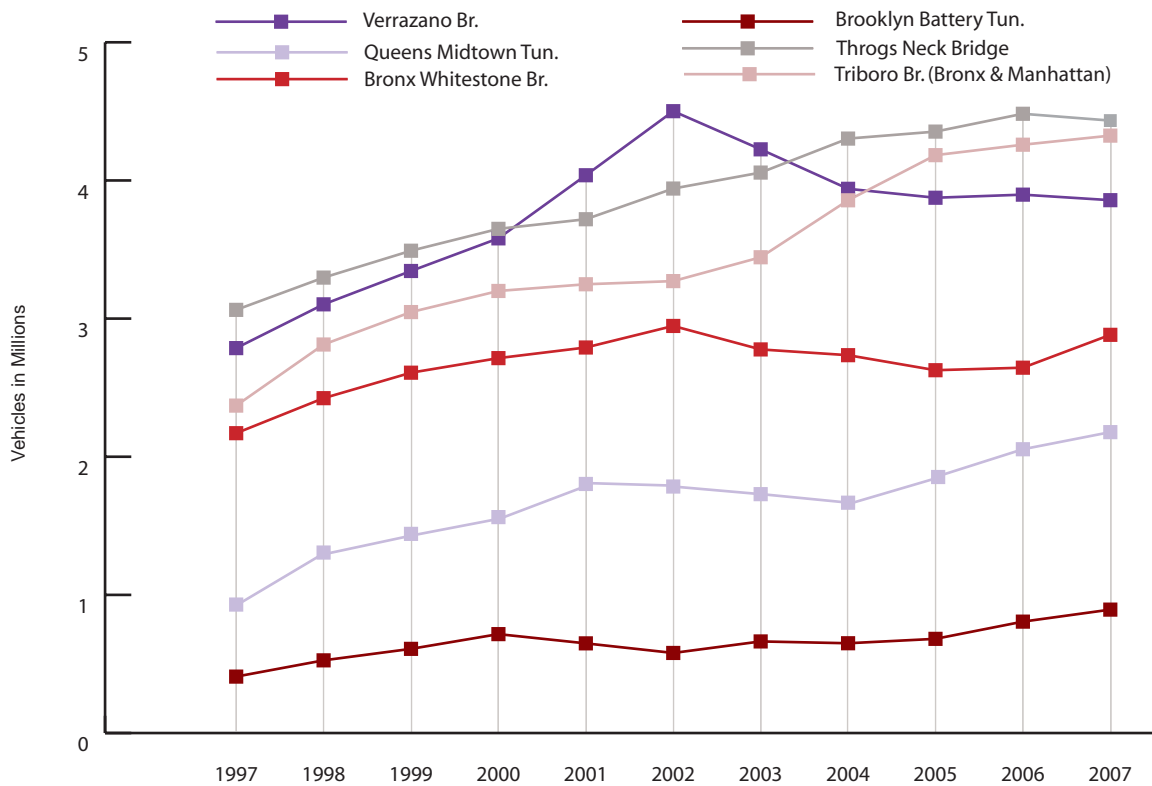


Figure 9
 PANY&NJ Annual Truck Toll Volumes by Facility
 1997-2007

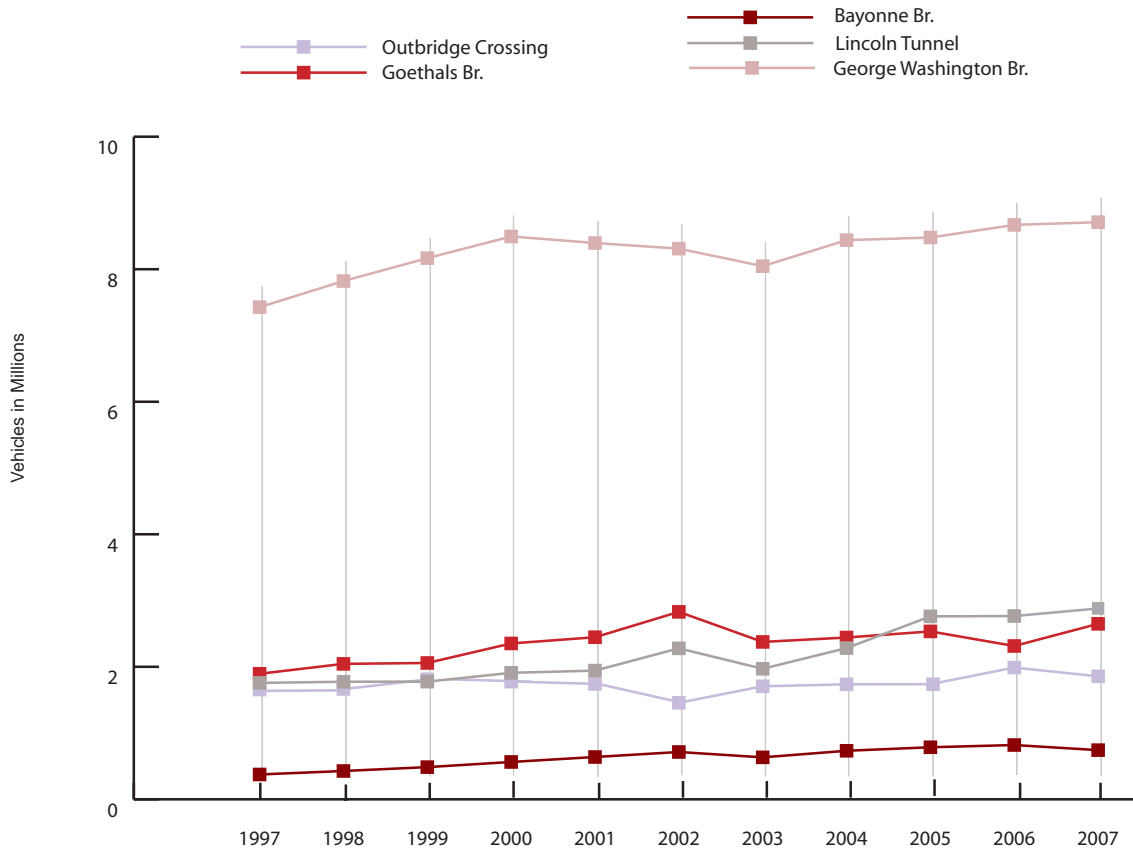


Figure 10
 NJ Turnpike and Garden State Parkway
 Annual Truck Toll Volumes by Facility



Figure 11
 NYSBA Annual Truck Toll Volumes by Facility
 1997-2007

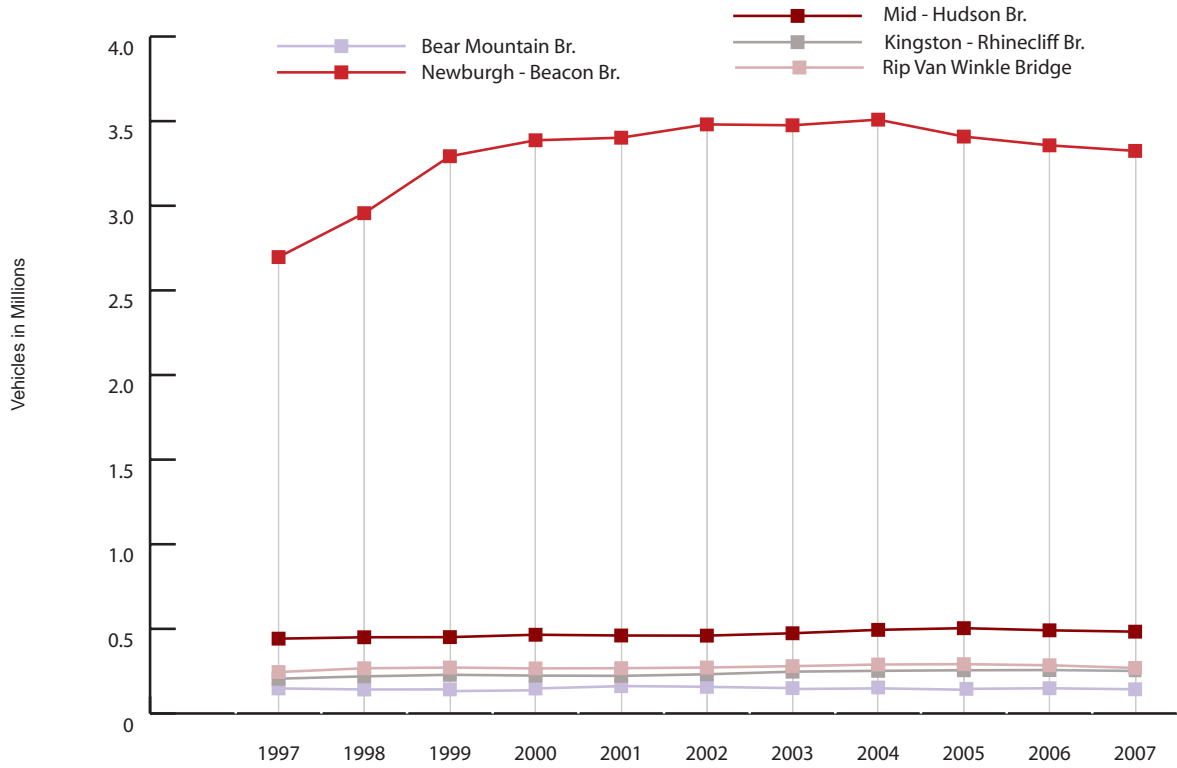


Figure 12
 NYSTA Annual Truck Toll Volumes by Facility
 1997-2007

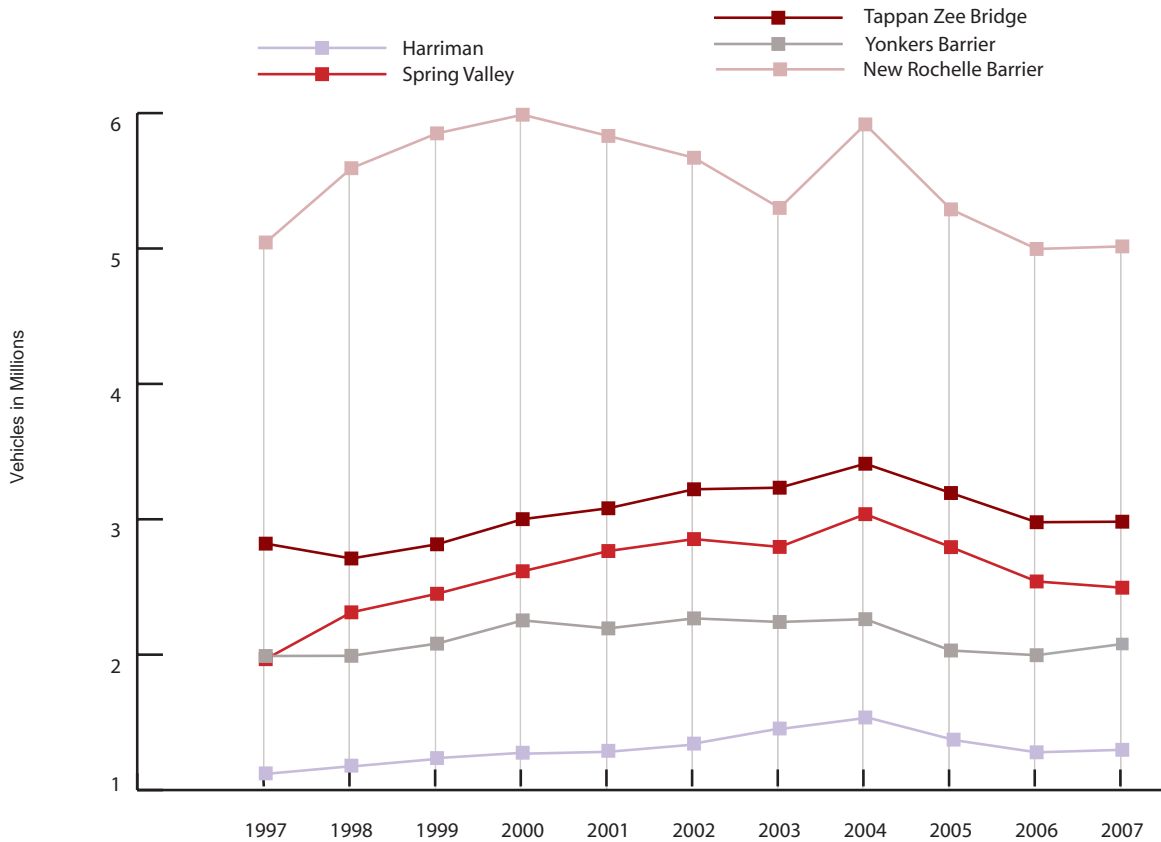


Figure 13
 Northern Corridor (GWB & NJT)
 Annual Truck Toll Volumes by Facility
 2000-2007

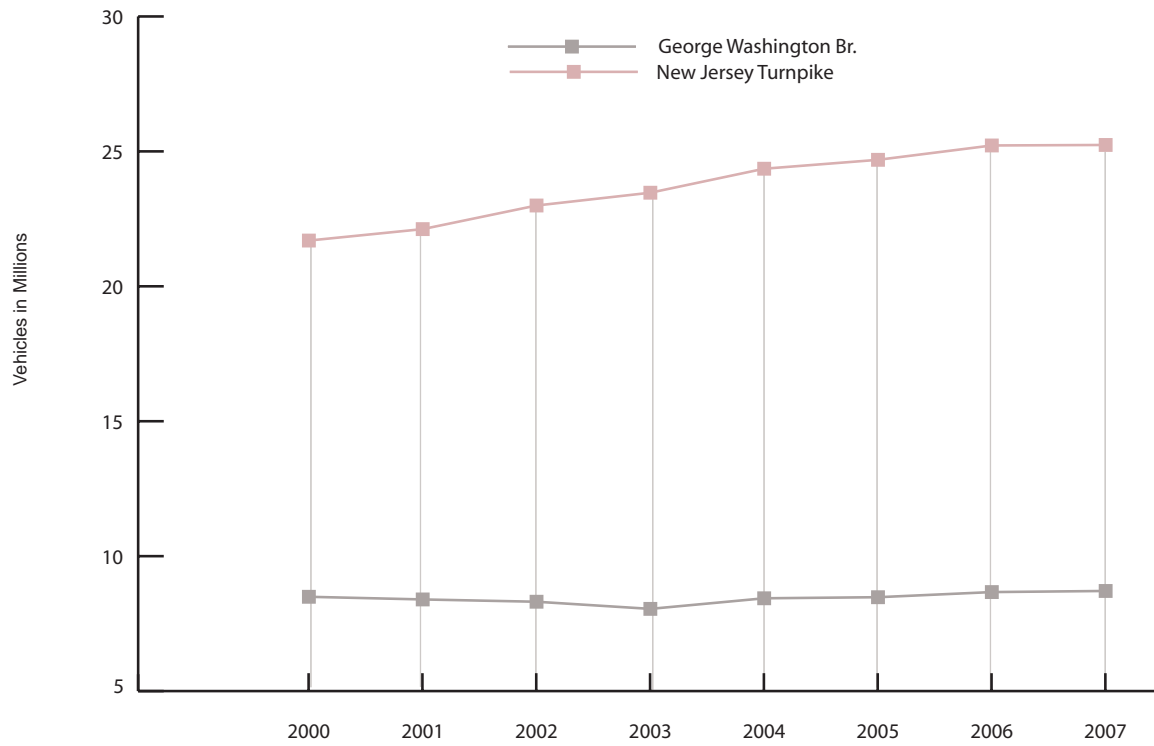


Figure 14
 Staten Island Annual Truck Toll Volumes by Facility
 2000-2007



Figure 15
Annual Commercial Vehicle Registration
New York City
2000-2007

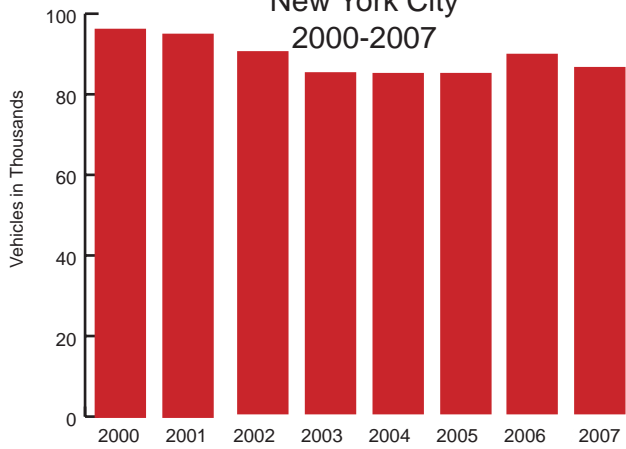


Figure 16
Annual Commercial Vehicle Registration
New York Suburbs
2000-2007

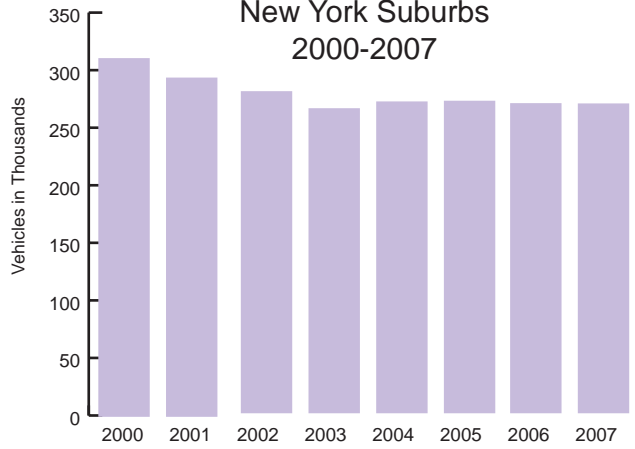


Figure 17
Annual Commercial Vehicle Registration
Downstate New York, New Jersey and Connecticut
2000-2007

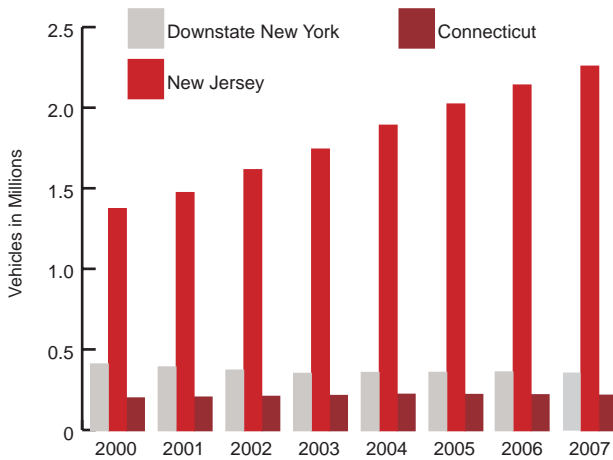


Figure 18
Annual Commercial Vehicle Registration
New York City, Nassau-Suffolk, and Mid-Hudson
2000-2007

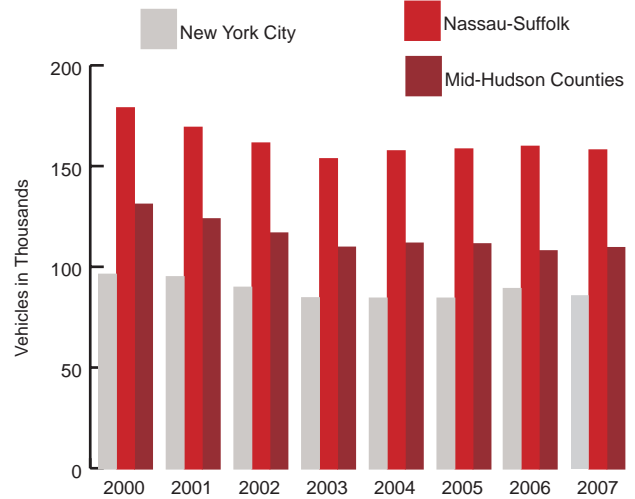


Figure 19
Annual Commercial Vehicle Registrations
Total: Downstate New York,
New Jersey, and Connecticut
2000-2007

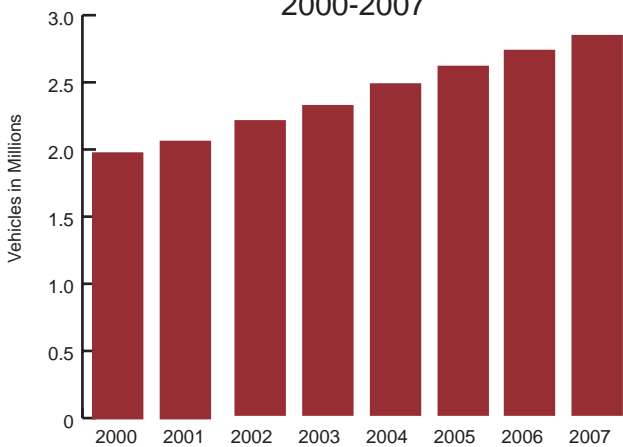
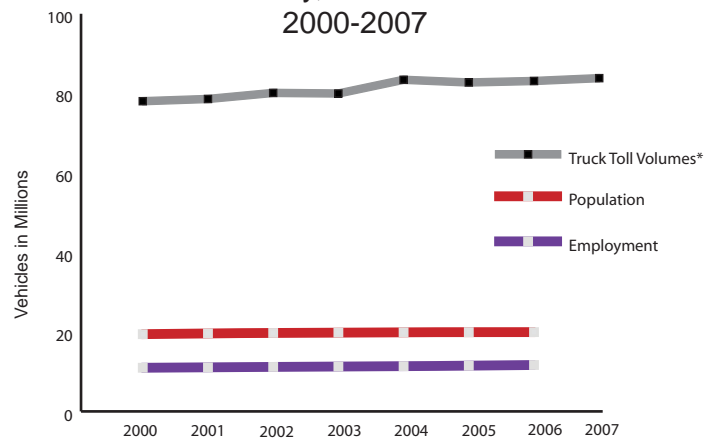


Figure 20
Truck Toll Volumes, Population and Employment
Total: Downstate New York,
New Jersey, and Connecticut
2000-2007



Note: Employment data from Demographic and Economic Forecasting (NYMTC, April 2008)
2007 Data for employment and population not available. * Shown total annual truck toll trips number

ATTACHMENT B

TABLE 1
ANNUAL TRUCK VOLUMES AT NEW YORK-NEW JERSEY TOLL FACILITIES
1997 to 2007 (in thousands)

OPERATORS / FACILITIES	Route #	1997	1998	1999	2000(6)	2001(6)	2002(6)	2003	2004	2005	2006	2007
1 Port Authority of NY & NJ: (1)												
George Washington Bridge	I-95	7,427.2	7,821.6	8,167.2	8,494.1	8,395.9	8,310.8	8,046.3	8,438.7	8,478.6	8,668.9	8,709.8
Lincoln Tunnel	495	1,757.5	1,774.3	1,776.2	1,909.0	1,942.8	2,278.7	1,970.3	2,282.3	2,761.2	2,766.0	2,880.1
Holland Tunnel (2)	I-78	2,044.3	2,132.1	2,129.1	2,110.7	1,408.3	647.6	1,088.2	777.7	0.0 (2)	0.0 (2)	0.0 (2)
Bayonne Bridge	NY-440	375.1	427.4	486.0	563.8	638.7	714.3	633.7	732.6	785.9	819.4	742.3
Goethals Bridge	I-278	1,894.8	2,044.3	2,057.8	2,352.4	2,446.1	2,829.4	2,375.5	2,441.9	2,534.0	2,314.2	2,648.4
Outerbridge Crossing	NY-440	1,657.1	1,665.3	1,812.1	1,775.6	1,740.1	1,457.0	1,706.3	1,736.1	1,737.3	1,988.6	1,856.3
Total ('05-'07 Holland Tunnel data not included)		15,156.0	15,865.0	16,428.4	17,205.6	16,571.9	16,237.8	15,820.3	16,409.3	16,297.0(2)	16,557.1 (2)	16,836.9 (2)
Net Change		736.5	709.0	563.4	772.2	(633.7)	(334.1)	(417.5)	589.0	(112.3)	260.1	279.8
2 MTA Bridges & Tunnels (1):												
Triborough Bridge (Bronx & Manhattan plazas)	I-278	2,370.2	2,812.4	3,047.2	3,200.9	3,249.8	3,272.4	3,444.7	3,856.4	4,183.1	4,258.7	4,324.4
Bronx Whitestone Bridge	I-678	2,170.5	2,424.0	2,608.4	2,715.0	2,791.8	2,947.5	2,777.6	2,735.2	2,626.4	2,644.6	2,882.5
Throgs Neck Bridge	I-295	3,063.2	3,296.8	3,491.3	3,651.6	3,721.6	3,943.8	4,059.3	4,303.2	4,353.6	4,482.6	4,433.4
Queens Midtown Tunnel	I-495	930.0	1,306.5	1,441.7	1,563.9	1,804.5	1,784.8	1,729.5	1,667.3	1,853.3	2,054.3	2,178.1
Brooklyn Battery Tunnel	I-478	408.5	526.2	609.4	716.1	649.4	580.0	663.3	650.0	681.8	806.4	893.4
Verrazano Narrows Bridge (3)	I-278	2,786.4	3,103.2	3,344.6	3,583.1	4,040.1	4,503.4	4,225.7	3,939.6	3,874.8	3,897.2	3,857.2
Henry Hudson Bridge (4)		11.5	22.8	38.2	57.0	80.8	97.4	111.5	104.2	101.4	114.1	126.5
Marine Parkway Bridge		91.3	111.9	130.4	138.1	159.0	168.1	171.3	175.3	181.0	200.1	222.0
Cross Bay Bridge		147.5	191.1	214.2	229.3	239.6	269.8	277.2	287.9	311.5	383.0	430.2
Total		11,979.1	13,794.9	14,925.4	15,855.0	16,736.6	17,567.2	17,460.1	17,719.0	18,166.9	18,841.0	19,347.8
Net Change		(496.0)	1,815.8	1,130.5	922.2	879.2	833.3	(105.0)	258.9	447.9	674.1	506.8
3 NY State Bridge Authority (1):												
Rip Van Winkle Bridge	NY-23	244.8	267.2	271.4	266.3	267.5	271.6	279.5	289.1	291.3	284.9	268.8
Kingston - Rhinecliff Bridge	US-209	205.5	219.3	228.6	223.8	222.3	231.5	247.0	251.9	255.3	256.6	251.2
Mid - Hudson Bridge	US-44	442.1	450.2	451.1	465.2	460.7	459.9	473.9	494.1	504.0	491.3	483.4
Newburgh - Beacon Bridge	I-84	2,696.7	2,956.2	3,292.7	3,387.0	3,402.2	3,480.8	3,474.5	3,508.9	3,408.8	3,357.0	3,324.2
Bear Mountain Bridge	US-6	148.0	141.6	142.3	147.6	161.4	157.2	149.7	153.6	145.4	149.0	142.9
Total		3,737.1	4,034.5	4,386.1	4,594.8	4,514.1	4,601.0	4,624.6	4,697.6	4,604.8	4,538.8	4,470.5
Net Change		273.3	297.4	351.6	208.7	(80.7)	86.9	23.6	73.0	(92.8)	(66.0)	(68.3)
4 New York State Thruway Authority:												
New Rochelle Barrier (1)	I-95	5,044.4	5,593.2	5,850.5	5,988.1	5,831.3	5,670.3	5,299.7	5,916.7	5,289.0	4,996.6	5,015.5
Yonkers Barrier	I-87	1,990.2	1,991.7	2,081.4	2,253.2	2,194.1	2,268.0	2,241.4	2,262.3	2,030.8	1,996.0	2,078.7
Tappan Zee Bridge (1)	I-287	2,820.1	2,710.4	2,815.2	3,000.9	3,081.4	3,221.6	3,233.3	3,401.3	3,194.0	2,979.3	2,982.1
Spring Valley (1)	I-287/87	1,966.8	2,312.7	2,449.8	2,616.1	2,765.5	2,853.7	2,795.8	3,037.8	2,794.3	2,540.7	2,494.6
Harriman	I-87	1,123.2	1,180.3	1,236.3	1,275.7	1,289.8	1,343.2	1,454.6	1,536.1	1,372.4	1,278.7	1,297.2
Total		12,944.7	13,788.3	14,433.2	15,134.0	15,162.1	15,356.8	15,024.8	16,154.3	14,680.5	13,791.3	13,868.1
Net Change		(205.1)	843.6	644.9	700.8	28.1	194.7	(332.0)	1,129.5	(1,473.8)	(889.2)	76.8
5 New Jersey Turnpike Authority: (5)												
Garden State Parkway Division - Total		3,596.3	3,683.3	3,838.3	4,033.5	3,983.4	3,845.1	4,041.9	4,571.3	4,794.2	4,659.8	4,536.9
Net Change		208.4	87.0	155.0	195.2	(50.1)	(138.3)	196.8	529.4	222.9	(134.4)	(122.9)
6 New Jersey Turnpike Authority:												
New Jersey Turnpike - Total	I-95	19,187.0	19,853.7	20,720.5	21,695.4	22,119.2	22,994.2	23,468.0	24,357.2	24,687.3	25,219.0	25,237.7
Net Change		839.6	666.7	866.8	974.9	423.8	875.0	473.8	889.2	330.1	531.7	18.7
7 Nassau County Bridge Authority:												
Atlantic Beach Bridge - Total		84.8	82.3	75.6	82.2	75.3	85.4	90.0	73.0	70.6	68.4	58.8
Net Change		(27.2)	(2.5)	(6.7)	6.6	(6.9)	10.1	4.6	(17.0)	(2.4)	(2.2)	(9.6)
Total Region		66,685.0	71,102.0	74,807.5	78,601	79,163	80,688	80,530	83,981.3	83,301.3 (2)	83,675.4 (2)	84,356.7 (2)
Net Change		1,329.5	4,417.0	3,705.5	3,785.6	562.1	1,524.9	(157.8)	3,452.0	(680.4)	374.1	681.3
(Percent change)		2.0%	6.6%	5.2%	5.1%	1.5%	1.9%	-0.2%	4.3%	-0.8%	0.4%	0.8%

(1) Toll collected in one direction only - hence volume doubled. (6) 2000-2002 MTA B&T data corrected per MTA final data.
(2) Because of truck traffic restrictions imposed in 2005, no trucks are allowed to use Holland Tunnel into the City, except emergency vehicles. Some trucks of Class 2 and 3 are allowed in westbound direction only. However, because toll is collected only in east direction, no commercial truck data in HT are available. Therefore no truck traffic in Holland Tunnel after 2004 is listed in this report.
(4) Commercial traffic is not generally allowed on the Henry Hudson Bridge, but there are emergency vehicles and there has been an increase in truck traffic due to repair work on the bridge's upper level.
(5) Commercial Vehicles are only allowed on the Garden State Parkway south of Eatontown Exit (Interchange 105).

**TABLE 2A
COMPARISON OF TRUCK TOLL VOLUME BY AGENCY (1)
2006 to 2007 (in Thousands)**

OPERATORS	Q1		% change 2006/2007	Q2		% change 2006/2007	Q3		% change 2006/2007	Q4		% change 2006/2007	Total		% change 2006/2007
	2006	2007		2006	2007		2006	2007		2006	2007		2006	2007	
Port Authority of NY&NJ (2)	3,945.2	4,027.7	2.1%	4,278.0	4,318.6	0.9%	4,170.4	4,268.8	2.4%	4,163.5	4,227.8	1.5%	16,557.1	16,836.9	1.7%
MTA (Bridges & Tunnels)	4,413.7	4,558.2	3.3%	4,848.1	5,034.8	3.9%	4,797.7	4,915.3	2.5%	4,781.4	4,839.5	1.2%	18,840.9	19,347.8	2.7%
NYS Bridge Authority	1,034.7	992.6	-4.1%	1,194.4	1,187.1	-0.6%	1,185.3	1,185.5	0.0%	1,124.4	1,105.3	-1.7%	4,538.8	4,470.5	-1.5%
NYS Thruway Authority	3,162.0	3,160.4	-0.1%	3,617.5	3,631.0	0.4%	3,605.9	3,613.1	0.2%	3,405.9	3,463.5	1.7%	13,791.3	13,868.1	0.6%
NJTA - GSP	1,047.1	988.9	-5.6%	1,296.8	1,279.2	-1.4%	1,226.2	1,203.8	-1.8%	1,089.7	1,065.0	-2.3%	4,659.8	4,536.9	-2.8%
NJTA (NJ Turnpike)	6,006.7	6,021.9	0.3%	6,462.8	6,463.4	0.0%	6,407.4	6,452.6	0.7%	6,342.1	6,299.8	-0.7%	25,219.0	25,237.7	0.1%
Nassau Cty Bridge Authority	14.8	13.1	-11.5%	19.8	16.0	-19.2%	18.4	15.6	-15.2%	15.4	14.1	-8.4%	68.4	58.8	-14.0%
Total	19,624.2	19,762.8	0.7%	21,717.4	21,930.1	1.0%	21,411.3	21,654.7	1.1%	20,922.4	21,015.0	0.4%	83,675.3	84,356.7	0.8%

(1) Truck volume doubled when toll collected in one direction only.

(2) Holland Tunnel data not included

**TABLE 2B
TRUCK TYPE DISTRIBUTION BY AGENCY
In Percent
2006/2007**

VEHICLE TYPES	PANYNJ (1)		MTA (B&T)		NYSBA		NYSTA (2), (3)		NJTA - GSP		NJTA - NJ Turnpike		NCBA		Highest Volume (4)
	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	
Two-axle	36.4%	34.8%	56.6%	57.0%	29.9%	30.1%	30.2%	30.8%	34.7%	29.8%	27.3%	26.5%	3.5%	4.4%	MTA(B&T)
Three-axle	11.0%	12.4%	12.1%	12.6%	7.9%	7.9%	11.3%	11.6%	0.0%	0.0%	11.1%	11.5%	77.6%	77.0%	NCBA
Four-axle	8.1%	8.3%	5.4%	5.2%	4.8%	4.5%	6.4%	6.4%	2.8%	5.8%	8.5%	8.4%	18.8%	18.6%	NYSTA
Five-axle	43.5%	43.3%	24.7%	24.2%	54.2%	54.5%	27.5%	27.6%	41.2%	44.0%	52.1%	52.6%	0.0%	0.0%	NYSBA
Six-axle & over	1.0%	1.2%	1.2%	1.0%	3.2%	3.1%	24.5%	23.6%	21.4%	20.4%	1.0%	0.9%	0.0%	0.0%	NJHA
Total	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

(1) Holland Tunnel data not included

(2) NYS TA vehicle classification system is not directly related to the number of axles. Classification system was changed in April 2005

(3) NYSTA data includes vehicle Class 2H through 5H as equivalent of types two-axle through five-axle) and Class 5S, 6S, 7S, 6H and 7H as equivalent of 6-axle and over, in other agencies classification.

(4) Agency having the highest volume of trucks in each class.

**TABLE 2C
OPERATING AGENCIES' TRUCK VOLUME, BY TYPES
In Thousands
2006-2007**

VEHICLE TYPES	PANYNJ (1)		MTA B&T		NYSBA		NYSTA (2), (3)		NJTA - GSP		NJTA - NJ Turnpike		NCBA		Total 2006 Volume	Total 2007 Volume	Percent 2007/2006
	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007			
Two-axle	5,848.8	5,861.6	10,668.8	11,028.4	1,355.5	1,344.9	4,164.6	4,277.4	1,662.0	1,354.2	6,874.0	6,684.5	3.0	3.5	30,376.1	30,554.5	0.6%
Three-axle	2,028.4	2,092.8	2,286.8	2,440.2	360.4	354.5	1,564.5	1,614.0	0.0	0.0	2,811.7	2,902.1	52.7	44.5	9,104.5	9,448.1	3.8%
Four-axle	1,448.0	1,400.1	1,013.9	1,002.4	218.2	199.8	888.9	883.5	132.6	262.0	2,153.9	2,124.6	12.7	10.8	5,992.2	5,883.2	-1.8%
Five-axle	7,058.3	7,287.1	4,648.7	4,681.7	2,461.0	2,434.2	3,797.3	3,825.2	1,975.6	1,997.1	13,138.9	13,286.8	0.0	0.0	33,065.9	33,512.1	1.3%
Six-axle & over	173.6	195.2	222.7	195.1	143.7	137.1	3,376.0	3,267.9	1,024.0	923.6	240.5	239.7	0.0	0.0	5,136.6	4,958.6	-3.5%
Total	16,557.1	16,836.9	18,840.9	19,347.8	4,538.8	4,470.5	13,791.3	13,868.1	4,794.2	4,536.9	25,219.0	25,237.7	68.4	58.8	83,675.3	84,356.7	100.0%

(1) Holland Tunnel data not included

(2) NYS TA vehicle classification system is not directly related to the number of axles.

(3) NYSTA data includes vehicle Class 2H through 5H as equivalent of types two-axle through five-axle and Class 5S, 6S, 7S, 6H and 7H as equivalent of 6-axle and over for other agency classification).

TABLE 3A
QUARTERLY TRUCK TOLL VOLUME AND SHARE BY AGENCY- 2006 (1)
In Thousands

OPERATORS	Q1		Q2		Q3		Q4		Total	
	2006	% share	2006	% share	2006	% share	2006	% share	2006	% share
Port Authority of NY & NJ (2)	3,945.2	20.1%	4,278.0	19.7%	4,170.4	19.5%	4,163.5	19.9%	16,557.1	19.8%
MTA (Bridges &Tunnels)	4,413.7	22.5%	4,848.1	22.3%	4,797.7	22.4%	4,781.4	22.9%	18,841.0	22.5%
NYS Bridge Authority	1,034.7	5.3%	1,194.4	5.5%	1,185.3	5.5%	1,124.4	5.4%	4,538.8	5.4%
NYS Thruway Authority	3,162.0	16.1%	3,617.5	16.7%	3,605.9	16.8%	3,405.9	16.3%	13,791.3	16.5%
NJ Turnpike Authority - GSP	1,047.1	5.3%	1,296.8	6.0%	1,226.2	5.7%	1,089.7	5.2%	4,659.8	5.6%
NJ Turnpike Authority (NJTpke)	6,006.7	30.6%	6,462.8	29.8%	6,407.4	29.9%	6,342.1	30.3%	25,219.0	30.1%
Nassau County Bridge Authority	14.8	0.1%	19.8	0.1%	18.4	0.1%	15.4	0.1%	68.4	0.1%
Total	19,624.2	100.0%	21,717.4	100.0%	21,411.3	100.0%	20,922.4	100.0%	83,675.4	100.0%

(1) Truck volume doubled when toll collected in one direction only.

(2) Holland Tunnel data are not included

Source: Operating Agencies' Monthly Reports

TABLE 3B
QUARTERLY TRUCK TOLL VOLUME AND SHARE BY AGENCY- 2007 (1)
In Thousands

OPERATORS	Q1		Q2		Q3		Q4		Total	
	2007	% share	2007	% share	2007	% share	2007	% share	2007	% share
Port Authority of NY & NJ (2)	4,027.7	20.4%	4,318.6	19.7%	4,262.8	19.7%	4,227.8	20.1%	16,836.9	20.0%
MTA (Bridges &Tunnels)	4,558.2	23.1%	5,034.8	23.0%	4,915.4	22.7%	4,839.5	23.0%	19,347.8	22.9%
NYS Bridge Authority	992.6	5.0%	1,187.1	5.4%	1,185.5	5.5%	1,105.3	5.3%	4,470.5	5.3%
NYS Thruway Authority	3,160.4	16.0%	3,631.0	16.6%	3,613.1	16.7%	3,463.5	16.5%	13,868.0	16.4%
NJ Turnpike Authority - GSP	988.9	5.0%	1,279.2	5.8%	1,203.8	5.6%	1,065.0	5.1%	4,536.9	5.4%
NJ Turnpike Authority (NJTpke)	6,021.9	30.5%	6,463.4	29.5%	6,452.6	29.8%	6,299.8	30.0%	25,237.7	29.9%
Nassau County Bridge Authority	13.1	0.1%	16.0	0.1%	15.6	0.1%	14.1	0.1%	58.8	0.1%
Total	19,762.8	100.0%	21,930.1	100.0%	21,648.8	100.0%	21,015.0	100.0%	84,356.7	100.0%

(1) Truck volume doubled when toll collected in one direction only.

(2) Holland Tunnel data are not included

Source: Operating Agencies' Monthly Reports

TABLE 4
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
HUDSON RIVER CROSSINGS (1)
2006 - 2007

TOLL FACILITIES	Q1			Q2			Q3			Q4			Total		
	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Rip Van Winkle Bridge	64,446	56,292	-12.7%	77,262	71,864	-7.0%	73,732	72,486	-1.7%	69,476	68,110	-2.0%	284,916	268,752	-5.7%
Kingston-Rhinecliff Bridge	55,400	52,666	-4.9%	66,076	66,642	0.9%	70,778	69,640	-1.6%	64,308	62,280	-3.2%	256,562	251,228	-2.1%
Mid-Hudson Bridge	113,808	110,328	-3.1%	126,864	126,498	-0.3%	125,584	123,244	-1.9%	125,096	123,302	-1.4%	491,352	483,372	-1.6%
Newburgh-Beacon Bridge	767,066	742,110	-3.3%	883,310	884,106	0.1%	876,840	882,876	0.7%	829,784	815,110	-1.8%	3,357,000	3,324,202	-1.0%
Bear Mountain Bridge	33,960	31,214	-8.1%	40,904	37,956	-7.2%	38,378	37,224	-3.0%	35,744	36,546	2.2%	148,986	142,940	-4.1%
Tappan Zee Bridge	672,438	671,560	-0.1%	790,144	804,730	1.8%	789,290	772,196	-2.2%	727,466	733,564	0.8%	2,979,338	2,982,050	0.1%
George Washington Bridge	2,086,304	2,109,704	1.1%	2,236,974	2,240,978	0.2%	2,175,888	2,195,838	0.9%	2,169,724	2,163,272	-0.3%	8,668,890	8,709,792	0.5%
Lincoln Tunnel	660,348	675,944	2.4%	703,320	723,856	2.9%	703,192	727,104	3.4%	699,110	753,150	7.7%	2,765,970	2,880,054	4.1%
Verrazano Narrows Bridge	907,246	919,804	1.4%	994,198	1,001,524	0.7%	1,018,686	981,984	-3.6%	977,050	953,918	-2.4%	3,897,180	3,857,230	-1.0%
Total (2)	5,361,016	5,369,622	0.2%	5,919,052	5,958,154	0.7%	5,872,368	5,862,592	-0.2%	5,697,758	5,709,252	0.2%	22,850,194	22,899,620	0.2%

(1) Truck volume doubled when round trip toll is collected in one direction only.

(2) Holland Tunnel not included.

TABLE 5
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
EAST RIVER CROSSINGS (1)
2006 - 2007

TOLL FACILITIES	Q1			Q2			Q3			Q4			Total		
	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Triborough Bridge	1,019,891	1,024,671	0.5%	1,092,664	1,115,297	2.1%	1,084,394	1,101,317	1.6%	1,061,772	1,083,075	2.0%	4,258,721	4,324,360	1.5%
Bronx Whitestone Bridge	633,518	673,529	6.3%	667,805	745,548	11.6%	638,337	728,809	14.2%	704,904	734,663	4.2%	2,644,564	2,882,549	9.0%
Throgs Neck Bridge	1,037,743	1,029,513	-0.8%	1,183,942	1,179,660	-0.4%	1,154,001	1,135,056	-1.6%	1,106,888	1,089,248	-1.6%	4,482,574	4,433,477	-1.1%
Queens Midtown Tunnel	471,742	515,660	9.3%	523,956	555,006	5.9%	531,874	555,467	4.4%	526,757	551,993	4.8%	2,054,329	2,178,126	6.0%
Brooklyn Battery Tunnel	188,970	210,511	11.4%	205,282	230,045	12.1%	199,237	225,831	13.3%	212,957	227,056	6.6%	806,446	893,443	10.8%
Total	3,351,864	3,453,884	3.0%	3,673,649	3,825,556	4.1%	3,607,843	3,746,480	3.8%	3,613,278	3,686,035	2.0%	14,246,634	14,711,955	3.3%

(1) Truck volume doubled when round trip toll is collected in one direction only.

TABLE 6
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
STATEN ISLAND CROSSINGS

2006 - 2007

TOLL FACILITIES	Q1			Q2			Q3			Q4			Total		
	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Bayonne Bridge	186,522	177,654	-4.8%	221,596	185,780	-16.2%	211,354	193,754	-8.3%	199,924	185,138	-7.4%	819,396	742,326	-9.4%
Goethals Bridge	578,958	619,554	7.0%	584,246	680,326	16.4%	562,092	667,134	18.7%	588,912	681,370	15.7%	2,314,208	2,648,384	14.4%
Outerbridge Crossing	433,022	444,816	2.7%	531,884	487,648	-8.3%	517,858	479,002	-7.5%	505,872	444,866	-12.1%	1,988,636	1,856,332	-6.7%
Total	1,198,502	1,242,024	3.6%	1,337,726	1,353,754	1.2%	1,291,304	1,339,890	3.8%	1,294,708	1,311,374	1.3%	5,122,240	5,247,042	2.4%

(1) Truck volume doubled when round trip toll is collected in one direction only.

TABLE 7
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME
HARLEM RIVER CROSSING

2006 - 2007

TOLL FACILITIES	Q1			Q2			Q3			Q4			Total		
	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Henry Hudson Bridge	28,237	30,097	6.6%	29,667	32,812	10.6%	25,647	29,463	14.9%	30,570	34,152	11.7%	114,121	126,524	10.9%

(1) Truck volume doubled when round trip toll is collected in one direction only.

TABLE 8
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME (1)
SOUTH SHORE CROSSINGS

2006 - 2007

TOLL FACILITIES	Q1			Q2			Q3			Q4			Total		
	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Marine Parkway Bridge	44,224	50,912	15.1%	53,293	59,556	11.8%	50,575	56,182	11.1%	51,980	55,331	6.4%	200,072	221,981	11.0%
Cross Bay Bridge	82,154	103,479	26.0%	97,269	115,380	18.6%	94,979	101,244	6.6%	108,548	110,104	1.4%	382,950	430,207	12.3%
Atlantic Beach Bridge	14,756	13,087	-11.3%	19,827	16,029	-19.2%	18,409	15,576	-15.4%	15,391	14,085	-8.5%	68,383	58,777	-14.0%
Total	141,134	167,478	18.7%	170,389	190,965	12.1%	163,963	173,002	5.5%	175,919	179,520	2.0%	651,405	710,965	9.1%

(1) Truck volume doubled when round trip toll is collected in one direction only.

TABLE 9 A
MONTHLY TRUCK TOLL VOLUME - 2006
HUDSON RIVER CROSSINGS

TOLL FACILITIES	January	February	March	Q1	April	May	June	Q2	July	August	September	Q3	October	November	December	Q4	Total
Rip Van Winkle Bridge	21,202	18,916	24,328	64,446	24,256	26,688	26,318	77,262	23,480	25,722	24,530	73,732	26,512	23,206	19,758	69,476	284,916
Kingston-Rhinecliff Bridge	18,390	16,996	20,014	55,400	20,302	22,930	22,844	66,076	22,390	25,336	23,052	70,778	24,306	20,892	19,110	64,308	256,562
Mid-Hudson Bridge	37,584	34,796	41,428	113,808	39,338	44,130	43,396	126,864	40,364	43,684	41,536	125,584	45,356	41,346	38,394	125,096	491,352
Newburgh-Beacon Bridge	245,810	237,174	284,082	767,066	278,224	302,954	302,132	883,310	283,638	308,738	284,464	876,840	301,816	273,316	254,652	829,784	3,357,000
Bear Mountain Bridge	11,134	10,256	12,570	33,960	12,962	14,396	13,546	40,904	12,394	13,540	12,444	38,378	12,892	11,850	11,002	35,744	148,986
Tappan Zee Bridge	215,314	203,272	253,852	672,438	244,404	270,834	274,906	790,144	252,058	282,768	254,464	789,290	263,068	235,608	228,790	727,466	2,979,338
George Washington Bridge	689,146	634,858	762,300	2,086,304	703,208	767,244	766,522	2,236,974	705,790	762,980	707,118	2,175,888	758,972	720,660	690,092	2,169,724	8,668,890
Lincoln Tunnel	216,650	201,296	242,402	660,348	218,928	241,870	242,522	703,320	218,666	249,676	234,850	703,192	246,276	233,916	218,918	699,110	2,765,970
Verrazano Narrows Bridge	298,106	276,830	332,310	907,246	304,508	339,358	350,332	994,198	328,706	363,478	326,502	1,018,686	338,008	327,170	311,872	977,050	3,897,180
Total (2)	1,753,336	1,634,394	1,973,286	5,361,016	1,846,130	2,030,404	2,042,518	5,919,052	1,887,486	2,075,922	1,908,960	5,872,368	2,017,206	1,887,964	1,792,588	5,697,758	22,850,194

(1) Truck volume doubled when round trip toll collected in one direction only.
(2) Holland Tunnel truck trips data not included.

TABLE 9 B
MONTHLY TRUCK TOLL VOLUME - 2007
HUDSON RIVER CROSSINGS

TOLL FACILITIES	January	February	March	Q1	April	May	June	Q2	July	August	September	Q3	October	November	December	Q4	Total
Rip Van Winkle Bridge	19,782	16,624	19,886	56,292	21,440	26,000	24,424	71,864	23,314	25,918	23,254	72,486	26,030	22,970	19,110	68,110	268,752
Kingston-Rhinecliff Bridge	18,794	16,160	17,712	52,666	19,010	24,506	23,126	66,642	22,230	24,980	22,430	69,640	23,588	20,946	17,746	62,280	251,228
Mid-Hudson Bridge	38,642	33,030	38,656	110,328	38,934	44,974	42,590	126,498	40,738	42,474	40,032	123,244	46,162	40,276	36,864	123,302	483,372
Newburgh-Beacon Bridge	259,696	219,014	263,400	742,110	271,380	310,612	302,114	884,106	291,712	309,990	281,174	882,876	308,934	271,674	234,502	815,110	3,324,202
Bear Mountain Bridge	10,732	9,236	11,246	31,214	11,482	13,972	12,502	37,956	12,064	13,230	11,930	37,224	13,646	12,404	10,496	36,546	142,940
Tappan Zee Bridge	228,860	197,916	244,784	671,560	243,638	284,390	276,702	804,730	258,270	271,406	242,520	772,196	269,068	246,960	217,536	733,564	2,982,050
George Washington Bridge	709,966	641,932	757,806	2,109,704	713,024	773,058	754,896	2,240,978	732,928	774,054	688,856	2,195,838	767,962	714,258	681,052	2,163,272	8,709,792
Lincoln Tunnel	228,150	204,380	243,414	675,944	226,204	251,814	245,838	723,856	233,260	257,132	236,712	727,104	272,918	251,838	228,394	753,150	2,880,054
Verrazano Narrows Bridge	313,214	276,072	330,518	919,804	308,084	351,938	341,502	1,001,524	324,684	351,898	305,402	981,984	343,616	315,802	294,500	953,918	3,857,230
Total (2)	1,827,836	1,614,364	1,927,422	5,369,622	1,853,196	2,081,264	2,023,694	5,958,154	1,939,200	2,071,082	1,852,310	5,862,592	2,071,924	1,897,128	1,740,200	5,709,252	22,899,620

(1) Truck volume doubled when round trip toll collected in one direction only.
(2) Holland Tunnel truck trips data not included.

TABLE 10 A
MONTHLY TRUCK TOLL VOLUME - 2006 (1)
EAST RIVER CROSSINGS

TOLL FACILITIES	January	February	March	Q1	April	May	June	Q2	July	August	September	Q3	October	November	December	Q4	Total
Triborough Bridge (2)	328,907	312,733	378,251	1,019,891	335,967	378,883	377,814	1,092,664	351,090	379,828	353,476	1,084,394	369,730	352,334	339,708	1,061,772	4,258,721
Bronx Whitestone Bridge	212,842	193,504	227,172	633,518	210,046	229,123	228,636	667,805	201,408	222,036	214,893	638,337	240,905	236,688	227,311	704,904	2,644,564
Throgs Neck Bridge	333,339	311,528	392,876	1,037,743	366,758	408,373	408,811	1,183,942	371,741	409,025	373,235	1,154,001	388,491	369,123	349,274	1,106,888	4,482,574
Queens Midtown Tunnel	151,948	141,875	177,919	471,742	160,260	179,219	184,477	523,956	167,030	191,077	173,767	531,874	185,981	175,299	165,477	526,757	2,054,329
Brooklyn Battery Tunnel	61,050	57,292	70,628	188,970	63,673	70,347	71,262	205,282	61,687	70,991	66,559	199,237	74,201	71,756	67,000	212,957	806,446
Total	1,088,086	1,016,932	1,246,846	3,351,864	1,136,704	1,265,945	1,271,000	3,673,649	1,152,956	1,272,957	1,181,930	3,607,843	1,259,308	1,205,200	1,148,770	3,613,278	14,246,634

(1) Truck volume doubled when round trip toll collected in one direction only.

(2) Triboro Bridge data cover Bronx Plaza and Manhattan Plaza.

TABLE 10 B
MONTHLY TRUCK TOLL VOLUME - 2007 (1)
EAST RIVER CROSSINGS

TOLL FACILITIES	January	February	March	Q1	April	May	June	Q2	July	August	September	Q3	October	November	December	Q4	Total
Triborough Bridge (2)	345,356	310,366	368,949	1,024,671	345,098	390,061	380,138	1,115,297	369,525	387,200	344,592	1,101,317	391,592	359,343	332,140	1,083,075	4,324,360
Bronx Whitestone Bridge	227,182	203,969	242,378	673,529	231,693	261,492	252,363	745,548	244,913	253,946	229,950	728,809	257,915	246,067	230,681	734,663	2,882,549
Throgs Neck Bridge	349,312	303,069	377,132	1,029,513	366,213	414,898	398,549	1,179,660	377,793	403,530	353,733	1,135,056	397,774	362,652	328,754	1,089,180	4,433,409
Queens Midtown Tunnel	174,625	155,086	185,949	515,660	175,490	191,905	187,611	555,006	181,253	198,860	175,354	555,467	202,201	185,491	164,301	551,993	2,178,126
Brooklyn Battery Tunnel	70,660	62,814	77,037	210,511	71,461	81,184	77,400	230,045	73,315	80,059	72,457	225,831	85,896	76,730	64,430	227,056	893,443
Total	1,167,135	1,035,304	1,251,445	3,453,884	1,189,955	1,339,540	1,296,061	3,825,556	1,246,799	1,323,595	1,176,086	3,746,480	1,335,378	1,230,283	1,120,306	3,685,967	14,711,887

(1) Truck volume doubled when round trip toll collected in one direction only.

(2) Triboro Bridge data cover Bronx Plaza and Manhattan Plaza.

TABLE 11 A
MONTHLY TRUCK TOLL VOLUME - 2006 (1)
STATEN ISLAND CROSSINGS

TOLL FACILITIES	Jan.	Feb.	March	Q1	April	May	June	Q2	July	Aug.	Sept.	Q3	Oct.	Nov.	Dec.	Q4	Total
Bayonne Bridge	60,586	53,274	72,662	186,522	67,740	76,146	77,710	221,596	67,364	75,632	68,358	211,354	70,838	66,286	62,800	199,924	819,396
Goethals Bridge	198,632	183,654	196,672	578,958	176,234	203,768	204,244	584,246	182,736	197,758	181,598	562,092	195,208	193,574	200,130	588,912	2,314,208
Outerbridge Crossing	137,534	129,618	165,870	433,022	163,612	184,578	183,694	531,884	164,082	184,924	168,852	517,858	174,958	171,976	158,938	505,872	1,988,636
Total	396,752	366,546	435,204	1,198,502	407,586	464,492	465,648	1,337,726	414,182	458,314	418,808	1,291,304	441,004	431,836	421,868	1,294,708	5,122,240

(1) Truck traffic doubled when round trip toll collected in one direction only.

TABLE 11 B
MONTHLY TRUCK TOLL VOLUME - 2007 (1)
STATEN ISLAND CROSSINGS

TOLL FACILITIES	Jan.	Feb.	March	Q1	April	May	June	Q2	July	Aug.	Sept.	Q3	Oct.	Nov.	Dec.	Q4	Total
Bayonne Bridge	61,786	52,094	63,774	177,654	57,724	63,964	64,092	185,780	60,900	69,502	63,352	193,754	68,710	61,544	54,884	185,138	742,326
Goethals Bridge	210,408	186,122	223,024	619,554	209,724	241,698	228,904	680,326	215,880	239,432	211,822	667,134	246,680	224,940	209,750	681,370	2,648,384
Outerbridge Crossing	154,996	130,328	159,492	444,816	149,512	173,774	164,362	487,648	155,016	171,640	152,346	479,002	160,734	147,222	136,910	444,866	1,856,332
Total	427,190	368,544	446,290	1,242,024	416,960	479,436	457,358	1,353,754	431,796	480,574	427,520	1,339,890	476,124	433,706	401,544	1,311,374	5,247,042

(1) Truck traffic doubled when round trip toll collected in one direction only.

**TABLE 12 A
MONTHLY TRUCK TOLL VOLUME - 2006(1)
HARLEM RIVER CROSSING**

TOLL FACILITIES	Jan.	Feb.	March	Q1	April	May	June	Q2	July	Aug.	Sept.	Q3	Oct.	Nov.	Dec.	Q4	Total
Henry Hudson River Bridge	9,654	8,736	9,847	28,237	9,123	11,244	9,300	29,667	8,462	7,739	9,446	25,647	10,931	10,472	9,167	30,570	114,121

(1) Truck traffic doubled when round trip toll collected in one direction only.

**TABLE 12 B
MONTHLY TRUCK TOLL VOLUME - 2007(1)
HARLEM RIVER CROSSING**

TOLL FACILITIES	Jan.	Feb.	March	Q1	April	May	June	Q2	July	Aug.	Sept.	Q3	Oct.	Nov.	Dec.	Q4	Total
Henry Hudson River Bridge	9,888	9,303	10,906	30,097	9,997	12,549	10,266	32,812	10,241	9,165	10,057	29,463	13,289	11,461	9,402	34,152	126,524

(1) Truck traffic doubled when round trip toll collected in one direction only.

**TABLE 13 A
MONTHLY TRUCK TOLL VOLUME - 2006(1)
SOUTH SHORE CROSSINGS**

TOLL FACILITIES	Jan.	Feb.	March	Q1	April	May	June	Q2	July	Aug.	Sept.	Q3	Oct.	Nov.	Dec.	Q4	Total
Marine Parkway Bridge	14,086	13,036	17,102	44,224	15,459	19,807	18,027	53,293	16,333	17,157	17,085	50,575	17,529	17,182	17,269	51,980	200,072
Cross Bay Bridge	25,894	24,194	32,066	82,154	28,703	35,435	33,131	97,269	29,855	31,137	33,987	94,979	38,173	36,344	34,031	108,548	382,950
Atlantic Beach Bridge	4,935	4,203	5,618	14,756	5,631	7,042	7,154	19,827	6,363	6,545	5,501	18,409	5,610	5,163	4,618	15,391	68,383
Total	44,915	41,433	54,786	141,134	49,793	62,284	58,312	170,389	52,551	54,839	56,573	163,963	61,312	58,689	55,918	175,919	651,405

(1) Truck traffic doubled when round trip toll collected in one direction only.

**TABLE 13 B
MONTHLY TRUCK TOLL VOLUME - 2007(1)
SOUTH SHORE CROSSINGS**

TOLL FACILITIES	Jan.	Feb.	March	Q1	April	May	June	Q2	July	Aug.	Sept.	Q3	Oct.	Nov.	Dec.	Q4	Total
Marine Parkway Bridge	16,789	14,931	19,192	50,912	17,944	21,333	20,279	59,556	19,048	18,784	18,350	56,182	19,974	17,824	17,533	55,331	221,981
Cross Bay Bridge	35,467	30,396	37,616	103,479	36,201	41,384	37,795	115,380	34,377	33,447	33,420	101,244	39,463	35,598	35,043	110,104	430,207
Atlantic Beach Bridge	4,530	3,852	4,705	13,087	4,479	6,005	5,545	16,029	5,287	5,600	4,689	15,576	5,185	4,534	4,366	14,085	58,777
Total	56,786	49,179	61,513	167,478	58,624	68,722	63,619	190,965	58,712	57,831	56,459	173,002	64,622	57,956	56,942	179,520	710,965

(1) Truck traffic doubled when round trip toll collected in one direction only.

TABLE 14 A
MONTHLY TRUCK TOLL VOLUME - 2006
BY OPERATING AGENCY (1)

OPERATORS	Q1			Q2			Q3			Q4			Total				
	January	February	March	April	May	June	July	August	September	October	November	December					
PANY&NJ (2)	1,302,548	1,202,700	1,439,906	3,945,154	1,329,722	1,473,606	1,474,692	4,278,020	1,338,638	1,470,970	1,360,776	4,170,384	1,446,252	1,386,412	1,330,878	4,163,542	16,557,100
MTA (B&T)	1,435,826	1,339,728	1,638,171	4,413,725	1,494,497	1,671,789	1,681,790	4,848,076	1,536,312	1,692,468	1,568,950	4,797,730	1,663,490	1,596,368	1,521,109	4,781,426	18,840,957
NYSBA	334,120	318,138	382,422	1,034,680	375,082	411,098	408,236	1,194,416	382,266	417,020	386,026	1,185,312	410,882	370,610	342,916	1,124,408	4,538,816
NYSTA	1,028,931	958,917	1,174,194	3,162,042	1,118,295	1,233,370	1,265,792	3,617,457	1,176,919	1,275,717	1,153,279	3,605,915	1,199,333	1,135,987	1,070,569	3,405,889	13,791,303
NJT - GSP	301,305	324,896	420,941	1,047,142	394,738	450,203	451,841	1,296,782	406,203	437,157	382,884	1,226,244	392,597	357,803	339,264	1,089,664	4,659,832
NJTA	1,980,212	1,832,569	2,193,870	6,006,650	1,994,907	2,225,427	2,242,454	6,462,788	2,060,499	2,273,946	2,072,978	6,407,423	2,241,084	2,106,205	1,994,829	6,342,118	25,218,979
NCBA	4,935	4,203	5,618	14,756	5,631	7,042	7,154	19,827	6,363	6,545	5,501	18,409	5,610	5,163	4,618	15,391	68,383
Total	6,387,877	5,981,151	7,255,122	19,624,149	6,712,872	7,472,535	7,531,959	21,717,366	6,907,200	7,573,823	6,930,394	21,411,417	7,359,248	6,958,548	6,604,183	20,922,438	83,675,370

(1) Truck traffic doubled when round trip toll collected in one direction only
(2) Holland Tunnel truck trips data are not included.

Source: Operating Agencies' Monthly Vehicle Reports

TABLE 14 B
MONTHLY TRUCK TOLL VOLUME - 2007
BY OPERATING AGENCY (1)

OPERATORS	Q1			Q2			Q3			Q4			Total				
	January	February	March	April	May	June	July	August	September	October	November	December					
PANY&NJ (2)	1,365,306	1,214,856	1,447,510	4,027,672	1,356,188	1,504,308	1,458,092	4,318,588	1,397,984	1,511,760	1,353,088	4,262,832	1,517,004	1,399,802	1,310,990	4,227,796	16,836,888
MTA (B&T)	1,542,493	1,366,006	1,649,677	4,558,176	1,562,181	1,766,744	1,705,903	5,034,828	1,635,149	1,736,889	1,543,315	4,915,353	1,751,788	1,610,968	1,476,784	4,839,540	19,347,897
NYSBA	347,646	294,064	350,900	992,610	362,246	420,064	404,756	1,187,066	390,058	416,592	378,820	1,185,470	418,360	368,270	318,718	1,105,348	4,470,494
NYSTA	1,066,980	951,609	1,141,838	3,160,427	1,119,686	1,268,743	1,242,616	3,631,045	1,200,346	1,289,001	1,123,710	3,613,057	1,254,535	1,155,410	1,053,575	3,463,520	13,868,049
NJT - GSP	338,144	291,752	359,029	988,925	374,722	461,105	443,328	1,279,155	412,220	421,936	369,686	1,203,842	394,714	355,731	314,514	1,064,959	4,536,881
NJTA	2,054,097	1,834,148	2,133,672	6,021,917	2,030,507	2,247,613	2,185,315	6,463,435	2,137,762	2,282,198	2,032,658	6,452,618	2,303,386	2,076,026	1,920,344	6,299,756	25,237,726
NCBA	4,530	3,852	4,705	13,087	4,479	6,005	5,545	16,029	5,287	5,600	4,689	15,576	5,185	4,534	4,366	14,085	58,777
Total	6,387,877	5,981,151	7,255,122	19,624,149	6,712,872	7,472,535	7,531,959	21,717,366	6,907,200	7,573,823	6,930,394	21,411,417	7,359,248	6,958,548	6,604,183	20,921,979	84,356,712

(1) Truck traffic doubled when round trip toll collected in one direction only
(2) Holland Tunnel truck trips data are not included.

TABLE 15
COMPARISON OF QUARTERLY PORT AUTHORITY OF NEW YORK AND NEW JERSEY TRUCK TOLL VOLUME BY FACILITY
2006/2007

TOLL FACILITIES (1) (2)	Vehicle Class (axle)	Q1			Q2			Q3			Q4			Total		
		2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007
George Washington Bridge (I-95) (New Jersey-Manhattan)	2	553,458	559,102	1.0%	611,090	596,566	-2.4%	606,286	608,732	0.4%	588,336	582,466	-1.0%	2,359,170	2,346,866	-0.5%
	3	174,046	183,648	5.5%	214,868	178,274	-17.0%	194,622	205,966	5.8%	179,364	167,778	-6.5%	762,900	735,666	-3.6%
	Truck-total	727,504	742,750	2.1%	825,958	774,840	-6.2%	800,908	814,698	1.7%	767,700	750,244	-2.3%	3,122,070	3,082,532	-1.3%
	4	219,890	210,558	-4.2%	270,186	210,920	-21.9%	238,780	231,610	-3.0%	205,884	200,648	-2.5%	934,740	853,736	-8.7%
	5	1,115,474	1,120,684	0.5%	1,115,290	1,221,204	9.5%	1,107,382	1,114,104	0.6%	1,163,998	1,180,078	1.4%	4,502,144	4,636,070	3.0%
	6	23,436	35,712	52.4%	25,540	34,014	33.2%	28,818	35,426	22.9%	32,142	32,302	0.5%	109,936	137,454	25.0%
	Trailer-total	1,358,800	1,366,954	0.6%	1,411,016	1,466,138	3.9%	1,374,980	1,381,140	0.4%	1,402,024	1,413,028	0.8%	5,546,820	5,627,260	1.5%
Total	2,086,304	2,109,704	1.1%	2,236,974	2,240,978	0.2%	2,175,888	2,195,838	0.9%	2,169,724	2,163,272	-0.3%	8,668,890	8,709,792	0.5%	
Lincoln Tunnel (I-495) (New Jersey-Manhattan)	2	445,958	453,338	1.7%	474,440	479,820	1.1%	471,024	477,516	1.4%	472,388	480,916	1.8%	1,863,810	1,891,590	1.5%
	3	124,256	138,634	11.6%	130,978	153,962	17.5%	138,222	150,574	8.9%	135,362	167,944	24.1%	528,818	611,114	15.6%
	Truck-total	570,214	591,972	3.8%	605,418	633,782	4.7%	609,246	628,090	3.1%	607,750	648,860	6.8%	2,392,628	2,502,704	4.6%
	4	38,682	39,522	2.2%	40,582	40,692	0.3%	40,838	48,264	18.2%	42,972	51,908	20.8%	163,074	180,386	10.6%
	5	50,502	43,158	-14.5%	56,218	48,436	-13.8%	52,072	49,802	-4.4%	47,650	51,464	8.0%	206,442	192,860	-6.6%
	6	950	1,292	36.0%	1,102	946	-14.2%	1,036	948	-8.5%	738	918	24.4%	3,826	4,104	7.3%
	Trailer-total	90,134	83,972	-6.8%	97,902	90,074	-8.0%	93,946	99,014	5.4%	91,360	104,290	14.2%	373,342	377,350	1.1%
Total	660,348	675,944	2.4%	703,320	723,856	2.9%	703,192	727,104	3.4%	699,110	753,150	7.7%	2,765,970	2,880,054	4.1%	
Bayonne Bridge (NY-440) (New Jersey-Staten Island)	2	61,772	59,118	-4.3%	66,734	58,796	-11.9%	64,706	57,738	-10.8%	61,986	57,738	-6.9%	255,198	230,810	-9.6%
	3	36,098	33,114	-8.3%	44,618	35,512	-20.4%	37,026	35,594	-3.9%	33,984	35,594	4.7%	151,726	138,110	-9.0%
	Truck-total	97,870	92,232	-5.8%	111,352	94,308	-15.3%	101,732	93,332	-8.3%	95,970	93,332	-2.7%	406,924	368,920	-9.3%
	4	11,848	10,618	-10.4%	15,618	10,868	-30.4%	15,208	11,960	-21.4%	12,576	11,960	-4.9%	55,250	43,466	-21.3%
	5	76,072	73,864	-2.9%	93,254	79,642	-14.6%	90,676	87,744	-3.2%	89,672	87,744	-2.2%	349,674	326,636	-6.6%
	6	732	940	28.4%	1,372	962	-29.9%	3,738	718	-80.8%	1,706	718	-57.9%	7,548	3,304	-56.2%
	Trailer-total	88,652	85,422	-3.6%	110,244	91,472	-17.0%	109,622	100,422	-8.4%	103,954	100,422	-3.4%	412,472	373,406	-9.5%
Total	186,522	177,654	-4.8%	221,596	185,780	-16.2%	211,354	193,754	-8.3%	199,924	193,754	-3.1%	819,396	742,326	-9.4%	
Goethals Bridge (I-278) (New Jersey-Staten Island)	2	174,912	176,730	1.0%	187,978	196,630	4.6%	171,884	195,348	13.7%	171,246	195,348	14.1%	706,020	761,238	7.8%
	3	83,718	94,938	13.4%	126,216	109,464	-13.3%	79,944	105,694	32.2%	86,544	105,694	22.1%	376,426	428,386	13.8%
	Truck-total	258,630	271,668	5.0%	314,194	306,094	-2.6%	251,828	301,042	19.5%	257,794	301,042	16.8%	1,082,446	1,189,624	9.9%
	4	35,990	34,156	-5.1%	45,098	42,338	-6.1%	30,818	37,842	22.8%	30,312	37,842	24.8%	142,218	157,532	10.8%
	5	278,548	306,658	10.1%	218,368	324,242	48.5%	272,122	323,938	19.0%	294,540	323,938	10.0%	1,063,578	1,277,238	20.1%
	6	5,790	7,072	22.1%	6,586	7,652	16.2%	7,324	4,312	-41.1%	6,266	4,312	-31.2%	25,966	23,990	-7.6%
	Trailer-total	320,328	347,886	8.6%	270,052	374,232	38.6%	310,264	366,092	18.0%	331,118	366,092	10.6%	1,231,762	1,458,760	18.4%
Total	578,958	619,554	7.0%	584,246	680,326	16.4%	562,092	667,134	18.7%	588,912	667,134	13.3%	2,314,208	2,648,384	14.4%	
Outerbridge Crossing (NY-440) (New Jersey-Staten Island)	2	149,116	152,552	2.3%	173,372	165,312	-4.6%	175,970	162,404	-7.7%	166,178	162,404	-2.3%	664,636	631,136	-5.0%
	3	70,486	43,824	-37.8%	45,906	48,428	5.5%	43,544	50,064	15.0%	48,544	50,064	3.1%	208,480	179,504	-13.9%
	Truck-total	219,602	196,376	-10.6%	219,278	213,740	-2.5%	219,514	212,468	-3.2%	214,722	212,468	-1.0%	873,116	810,640	-7.2%
	4	26,692	37,372	40.0%	42,324	45,518	7.5%	40,808	46,190	13.2%	42,918	46,190	7.6%	152,742	165,020	8.0%
	5	181,900	205,176	12.8%	263,342	221,278	-16.0%	250,536	213,516	-14.8%	240,680	213,516	-11.3%	936,458	854,340	-8.8%
	6	4,828	5,892	22.0%	6,940	7,112	2.5%	7,000	6,828	-2.5%	7,552	6,828	-9.6%	26,320	26,332	0.0%
	Trailer-total	213,420	248,440	16.4%	312,606	273,908	-12.4%	298,344	266,534	-10.7%	291,150	266,534	-8.5%	1,115,520	1,045,692	-6.3%
Total	433,022	444,816	2.7%	531,884	487,648	-8.3%	517,858	479,002	-7.5%	505,872	479,002	-5.3%	1,988,636	1,856,332	-6.7%	
All Facilities, without Holland Tunnel (see note 2)	2	1,385,216	1,400,840	1.1%	1,513,614	1,497,124	-1.1%	1,489,870	1,501,738	0.8%	1,460,134	1,478,872	1.3%	5,848,834	5,861,640	0.2%
	3	488,604	494,158	1.1%	562,586	525,640	-6.6%	493,358	547,892	11.1%	483,802	527,074	8.9%	2,028,350	2,092,780	3.2%
	Truck-total	1,873,820	1,894,998	1.1%	2,076,200	2,022,764	-2.6%	1,983,228	2,049,630	3.3%	1,943,936	2,005,946	3.2%	7,877,184	7,954,420	1.0%
	4	333,102	332,226	-0.3%	413,808	350,336	-15.3%	366,452	375,866	2.6%	334,662	348,548	4.1%	1,448,024	1,400,140	-3.3%
	5	1,702,496	1,749,540	2.8%	1,746,472	1,894,802	8.5%	1,772,788	1,789,104	0.9%	1,836,540	1,856,740	1.1%	7,058,296	7,287,144	3.2%
	6	35,736	50,908	42.5%	41,540	50,686	22.0%	47,916	48,232	0.7%	48,404	45,078	-6.9%	173,596	195,184	12.4%
	Trailer-total	2,071,334	2,132,674	3.0%	2,201,820	2,295,824	4.3%	2,187,156	2,213,202	1.2%	2,219,606	2,250,366	1.4%	8,679,916	8,882,468	2.3%
Total	3,945,154	4,027,672	2.1%	4,278,020	4,318,588	0.9%	4,170,384	4,262,832	2.2%	4,163,542	4,256,312	2.2%	16,557,100	16,836,888	1.7%	

(1) Truck volume doubled when round trip toll collected in one direction only. For Holland Tunnel see note below.

(2) Because of truck traffic restrictions imposed in 2005, no trucks are allowed to use Holland Tunnel into the City, except emergency vehicles. Some trucks of Class 2 and 3 are allowed in westbound direction only. However, because toll is collected only in east direction, no commercial truck data in HT are available. Therefore no truck traffic in Holland Tunnel is listed in this report.

TABLE 16
COMPARISON OF QUARTERLY MTA-BRIDGES & TUNNELS TRUCK TOLL VOLUME BY FACILITY
2006/2007

TOLL FACILITIES (1)	Vehicle Class(axle)	Q1			Q2			Q3			Q4			Total		
		2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Triborough Bridge (Manhattan-Bronx-Queens) (Bronx-Queens-Manhattan) (I-278)	2	683,265	691,707	1.2%	734,904	750,637	2.1%	729,407	742,530	1.8%	718,852	741,670	3.2%	2,866,428	2,926,544	2.1%
	3	136,829	134,662	-1.6%	148,169	153,703	3.7%	149,943	154,614	3.1%	139,101	149,315	7.3%	574,042	592,294	3.2%
	Small Trucks	820,094	826,369	0.8%	883,073	904,340	2.4%	879,350	897,144	2.0%	857,953	890,985	3.9%	3,440,470	3,518,838	2.3%
	4	28,312	28,546	0.8%	29,912	29,812	-0.3%	31,904	29,000	-9.1%	31,780	28,487	-10.4%	121,908	115,845	-5.0%
	5	158,901	157,320	-1.0%	165,677	166,966	0.8%	160,384	165,410	3.1%	159,386	157,660	-1.1%	644,348	647,356	0.5%
	6	12,446	12,221	-1.8%	13,729	14,005	2.0%	12,546	9,593	-23.5%	12,353	5,822	-52.9%	51,074	41,641	-18.5%
	7 & over (2)	138	215	55.8%	273	174	-36.3%	210	170	-19.0%	300	121	-59.7%	921	680	-26.2%
Large Trucks	199,797	198,302	-0.7%	209,591	210,957	0.7%	205,044	204,173	-0.4%	203,819	192,090	-5.8%	818,251	805,522	-1.6%	
Truck total	1,019,891	1,024,671	0.5%	1,092,664	1,115,297	2.1%	1,084,394	1,101,317	1.6%	1,061,772	1,083,075	2.0%	4,258,721	4,324,360	1.5%	
Bronx Whitestone Bridge (Bronx-Queens) (I-278)	2	317,821	335,096	5.4%	328,859	359,539	9.3%	317,703	351,308	10.6%	340,778	357,113	4.8%	1,305,161	1,403,056	7.5%
	3	68,598	74,786	9.0%	77,536	89,653	15.6%	73,024	90,779	24.3%	81,089	87,777	8.2%	300,247	342,550	14.1%
	Small Trucks	386,419	409,882	6.1%	406,395	449,192	10.5%	390,727	442,087	13.1%	421,867	444,445	5.4%	1,605,408	1,745,606	8.7%
	4	50,848	49,834	-2.0%	52,915	60,579	14.5%	46,127	57,244	24.1%	55,350	57,511	3.9%	205,240	225,168	9.7%
	5	192,252	209,442	8.9%	203,767	228,559	12.2%	197,181	224,870	14.0%	222,651	229,369	3.0%	815,851	892,240	9.4%
	6	3,928	4,228	7.6%	4,586	7,042	53.6%	4,146	4,448	7.3%	4,922	3,215	-34.7%	17,582	18,933	7.7%
	7 & over (2)	71	143	101.4%	142	176	23.9%	156	160	2.6%	114	123	7.9%	483	602	24.6%
Large Trucks	247,099	263,647	6.7%	261,410	296,356	13.4%	247,610	286,722	15.8%	283,037	290,218	2.5%	1,039,156	1,136,934	9.4%	
Truck total	633,518	673,529	6.3%	667,805	745,548	11.6%	638,337	728,809	14.2%	704,904	734,663	4.2%	2,644,564	2,882,549	9.0%	
Throgs Neck Bridge (Bronx-Queens) (I-295)	2	401,932	399,187	-0.7%	456,200	454,420	-0.4%	447,603	441,687	-1.3%	429,960	430,274	0.1%	1,735,695	1,725,568	-0.6%
	3	79,753	83,025	4.1%	93,490	96,587	3.3%	94,492	93,503	-1.0%	90,688	84,818	-6.5%	358,423	369,933	3.4%
	Small Trucks	481,685	482,212	0.1%	549,690	553,007	0.6%	542,095	538,190	-0.7%	520,648	515,092	-1.1%	2,094,118	2,085,501	-0.4%
	4	92,190	86,600	-6.1%	101,772	96,485	-5.2%	102,533	95,190	-7.2%	95,295	89,872	-5.7%	391,790	368,147	-6.0%
	5	446,361	443,933	-0.5%	507,939	504,548	-0.7%	486,196	484,301	-0.4%	468,642	465,355	-0.7%	1,909,138	1,898,137	-0.6%
	6	17,176	16,121	-6.1%	23,816	25,001	5.0%	22,462	19,697	-12.3%	21,652	18,419	-14.9%	85,106	79,238	-6.9%
	7 & over (2)	331	647	95.5%	725	619	-14.6%	715	678	-5.2%	651	510	-21.7%	2,422	2,454	1.3%
Large Trucks	556,058	547,301	-1.6%	634,252	626,653	-1.2%	611,906	599,866	-2.0%	586,240	574,156	-2.1%	2,388,456	2,347,976	-1.7%	
Truck total	1,037,743	1,029,513	-0.8%	1,183,942	1,179,660	-0.4%	1,154,001	1,135,056	-1.6%	1,106,888	1,089,248	-1.6%	4,482,574	4,433,477	-1.1%	
Queens Midtown Tunnel (Manhattan-Queens) (I-495)	2	392,328	404,520	3.1%	417,424	431,901	3.5%	411,214	427,426	3.9%	412,740	432,740	4.8%	1,633,706	1,696,587	3.8%
	3	99,152	99,449	0.3%	94,907	109,637	15.5%	108,487	113,557	4.7%	101,912	105,293	3.3%	374,458	427,936	14.3%
	Small Trucks	461,480	503,969	9.2%	512,331	541,538	5.7%	519,701	540,983	4.1%	514,652	538,033	4.5%	2,008,164	2,124,523	5.8%
	4	5,663	7,348	29.8%	6,119	8,052	31.6%	7,050	9,109	29.2%	7,400	8,730	18.0%	26,232	33,239	26.7%
	5	4,178	3,900	-6.7%	4,790	4,482	-6.4%	4,585	4,522	-1.4%	4,245	4,360	2.7%	17,798	17,264	-3.0%
	6	352	362	2.8%	558	839	50.4%	414	728	75.8%	356	768	115.7%	1,680	2,697	60.5%
	7 & over (2)	69	81	17.4%	158	95	-39.9%	124	125	0.8%	104	102	-1.9%	455	403	-11.4%
Large Trucks	10,262	11,691	13.9%	11,625	13,468	15.9%	12,173	14,484	19.0%	12,105	13,960	15.3%	46,165	53,603	16.1%	
Truck total	471,742	515,690	9.3%	523,956	555,006	5.9%	531,874	555,467	4.4%	526,757	551,993	4.8%	2,054,329	2,178,126	6.0%	
Brooklyn Battery Tunnel (Manhattan-Brooklyn) (I-278)	2	148,309	163,365	10.2%	155,812	175,230	12.5%	154,552	166,588	7.8%	162,257	168,330	3.7%	620,930	673,513	8.5%
	3	36,706	42,012	14.5%	44,580	48,768	9.4%	39,986	52,995	32.5%	44,834	52,974	18.2%	166,106	196,749	18.4%
	Small Trucks	185,015	205,377	11.0%	200,392	223,998	11.8%	194,538	219,583	12.9%	207,091	221,304	6.9%	787,036	870,262	10.6%
	4	1,619	3,281	102.7%	2,794	3,771	35.0%	2,848	3,774	32.5%	4,039	3,011	-25.5%	11,300	13,537	22.5%
	5	1,826	1,580	-13.5%	1,796	1,981	10.3%	1,684	1,921	15.3%	1,561	2,200	40.9%	6,867	7,702	12.2%
	6	503	252	-49.9%	272	266	-2.2%	134	508	279.1%	251	520	107.2%	1,160	1,546	33.3%
	7 & over (2)	7	21	200.0%	28	29	3.6%	25	25	-24.2%	15	21	40.0%	83	96	15.7%
Large Trucks	3,955	5,134	29.8%	4,890	6,047	23.7%	4,699	6,248	33.0%	5,866	5,752	-1.9%	19,410	23,181	19.4%	
Truck total	188,970	210,511	11.4%	205,282	230,445	12.1%	199,237	225,831	13.3%	212,957	227,056	6.6%	806,446	893,443	10.8%	
Verrazano Narrows Bridge (Staten Island-Brooklyn) (I-278)	2	448,770	462,604	3.1%	489,730	507,616	3.7%	498,874	498,612	-0.1%	487,582	480,306	-1.5%	1,924,956	1,949,138	1.3%
	3	104,446	103,810	-0.6%	111,740	113,970	2.0%	113,602	111,218	-2.1%	107,106	106,132	-0.9%	436,894	435,130	-0.4%
	Small Trucks	553,216	566,414	2.4%	601,470	621,586	3.3%	612,476	608,830	-0.4%	594,688	586,438	-1.4%	2,361,850	2,384,268	0.9%
	4	58,020	58,934	1.6%	62,892	61,544	-2.1%	67,362	59,118	-12.2%	61,764	58,014	-6.1%	250,038	237,610	-5.0%
	5	281,552	283,982	0.9%	313,768	305,772	-2.5%	324,654	301,852	-7.0%	306,970	299,866	-2.3%	1,191,472	1,191,472	-0.0%
	6	14,110	10,080	-28.6%	15,592	12,010	-23.0%	13,644	10,606	-22.3%	13,068	9,116	-30.2%	56,414	41,812	-25.9%
	7 & over (2)	348	394	13.2%	476	612	28.6%	550	578	5.1%	560	484	-13.6%	1,934	2,068	6.9%
Large Trucks	354,030	353,390	-0.2%	392,728	379,938	-3.3%	406,210	372,154	-8.4%	382,362	367,480	-3.9%	1,535,330	1,472,962	-4.1%	
Truck total	907,246	919,804	1.4%	994,198	1,001,524	0.7%	1,018,686	981,984	-3.6%	977,050	953,918	-2.4%	3,897,180	3,857,230	-1.0%	
Henry Hudson Bridge	2	27,692	29,059	4.9%	29,033	31,646	9.0%	25,062	28,216	12.6%	29,953	33,027	10.3%	111,740	121,948	9.1%
	3	324	545	68.2%	344	680	97.7%	344	879	155.5%	317	628	98.1%	1,329	2,732	105.6%
	Small Trucks	28,016	29,604	5.7%	29,377	32,326	10.0%	25,406	29,095	14.5%	30,270	33,655	11.2%	113,069	124,680	10.3%
	4	32	228	612.5%	45	202	348.9%	54	83	53.7%	127	205	61.4%	258	718	178.3%
	5	139	247	77.7%	167	242	44.9%	135	267	97.8%	153	277	81.0%	594	1,033	73.9%
	6	23	9	-60.9%	47	22	-53.2%	10	2	-33.3%	11	2	-81.8%	91	35	-61.5%
	7 & over (2)	27	9	-66.7%	31	20	-35.5%	42	16	-61.9%	9	13	44.4%	109	58	-46.8%
Large Trucks	221	493	123.1%	290	486	67.6%	241	368	52.7%	300	497	65.7%	1,052	1,844	75.3%	
Truck total	28,237	30,097	6.6%	29,667	32,812	10.6%	25,647	29,463	14.9%	30,570	34,152	11.7%	114,121	126,524	10.9%	
Marine Parkway Bridge	2	36,713	43,611	18.8%	43,219	49,701	15.0%	41,641	47,228	13.4%	43,783	47,152	7.7%	165,356	187,692	13.5%
	3	4,445	4,257	-4.2%	5,915	6,049	2.3%	5,495	5,410	-1.5%	4,849	5,225	7.8%	20,704	20,94	

TABLE 17
COMPARISON OF QUARTERLY NEW YORK BRIDGE AUTHORITY TRUCK TOLL VOLUME BY FACILITY
2006/2007

TOLL FACILITIES (1)	VEHICLE CLASS (axle)	Q1			Q2			Q3			Q4			TOTAL		
		2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Rip Van Winkle Bridge (Greene-Columbia Counties) (NY-23)	2	33,272	31,268	-6.0%	36,374	36,614	0.7%	35,470	37,038	4.4%	33,784	35,988	6.5%	138,900	140,908	1.4%
	3	6,336	5,214	-17.7%	7,634	8,194	7.3%	8,310	8,790	5.8%	8,210	7,510	-8.5%	30,490	29,708	-2.6%
	4	2,618	1,996	-23.8%	3,594	3,410	-5.1%	3,986	3,902	-2.1%	3,590	3,160	-12.0%	13,788	12,468	-9.6%
	5	20,978	16,710	-20.3%	27,658	22,024	-20.4%	24,320	20,820	-14.4%	22,814	19,504	-14.5%	95,770	79,058	-17.5%
	6	1,242	1,104	-11.1%	2,002	1,622	-19.0%	1,646	1,936	17.6%	1,078	1,948	80.7%	5,968	6,610	10.8%
	Truck total	64,446	56,292	-12.7%	77,262	71,864	-7.0%	73,732	72,486	-1.7%	69,476	68,110	-2.0%	284,916	268,752	-5.7%
Kingston-Rhinecliff Bridge (Dutchess-Ulster Counties) (US-209)	2	36,320	35,490	-2.3%	42,614	42,004	-1.4%	44,054	44,192	0.3%	40,502	39,228	-3.1%	163,490	160,914	-1.6%
	3	7,030	5,956	-15.3%	8,524	8,930	4.8%	8,972	8,982	0.1%	8,102	8,624	6.4%	32,628	32,492	-0.4%
	4	2,832	2,666	-5.9%	3,480	3,822	9.8%	5,474	3,980	-27.3%	5,028	3,630	-27.8%	16,814	14,098	-16.2%
	5	8,524	7,846	-8.0%	10,398	10,612	2.1%	10,596	10,776	1.7%	9,614	9,682	0.7%	39,132	38,916	-0.6%
	6	694	708	2.0%	1,060	1,274	20.2%	1,682	1,710	1.7%	1,062	1,116	5.1%	4,498	4,808	6.9%
	Truck total	55,400	52,666	-4.9%	66,076	66,642	0.9%	70,778	69,640	-1.6%	64,308	62,280	-3.2%	256,562	251,228	-2.1%
Mid-Hudson Bridge (Dutchess-Orange Counties) (US-44)	2	72,560	71,768	-1.1%	79,314	80,978	2.1%	79,052	78,078	-1.2%	78,842	77,642	-1.5%	309,768	308,466	-0.4%
	3	12,048	11,126	-7.7%	14,462	14,354	-0.7%	14,628	14,508	-0.8%	14,142	13,788	-2.5%	55,280	53,776	-2.7%
	4	3,978	3,506	-11.9%	4,734	4,744	0.2%	4,754	5,136	8.0%	4,838	5,422	12.1%	18,304	18,808	2.8%
	5	23,264	21,694	-6.7%	26,306	24,530	-6.8%	24,902	23,726	-4.7%	25,114	24,322	-3.2%	99,586	94,272	-5.3%
	6	1,958	2,234	14.1%	2,048	1,892	-7.6%	2,248	1,796	-20.1%	2,160	2,128	-1.5%	8,414	8,050	-4.3%
	Truck total	113,808	110,328	-3.1%	126,864	126,498	-0.3%	125,584	123,244	-1.9%	125,096	123,302	-1.4%	491,352	483,372	-1.6%
Newburgh-Beacon Bridge (Dutchess-Orange Counties) (I-84)	2	146,690	141,702	-3.4%	180,348	177,188	-1.8%	178,716	179,240	0.3%	157,940	158,176	0.1%	663,694	656,306	-1.1%
	3	46,848	46,072	-1.7%	57,574	62,652	8.8%	63,862	62,578	-2.0%	55,772	50,038	-10.3%	224,056	221,340	-1.2%
	4	40,190	33,750	-16.0%	41,702	39,602	-5.0%	38,734	38,342	-1.0%	39,494	35,718	-9.6%	160,120	147,412	-7.9%
	5	505,938	497,176	-1.7%	574,490	577,558	0.5%	567,800	575,286	1.3%	548,336	544,254	-0.7%	2,196,564	2,194,274	-0.1%
	6	27,400	23,410	-14.6%	29,196	27,106	-7.2%	27,728	27,430	-1.1%	28,242	26,924	-4.7%	112,566	104,870	-6.8%
	Truck total	767,066	742,110	-3.3%	883,310	884,106	0.1%	876,840	882,876	0.7%	829,784	815,110	-1.8%	3,357,000	3,324,202	-1.0%
Bear Mountain Bridge (Westchester-Rockland Counties) (US-6)	2	18,832	16,752	-11.0%	21,864	20,648	-5.6%	20,248	20,810	2.8%	18,678	20,104	7.6%	79,622	78,314	-1.6%
	3	3,814	4,560	19.6%	4,556	4,502	-1.2%	4,710	3,966	-15.8%	4,878	4,192	-14.1%	17,958	17,220	-4.1%
	4	2,112	1,472	-30.3%	2,678	1,882	-29.7%	2,252	1,668	-25.9%	2,126	1,978	-7.0%	9,168	7,000	-23.6%
	5	7,362	5,998	-18.5%	8,286	7,520	-9.2%	7,420	7,406	-0.2%	6,882	6,768	-1.7%	29,950	27,692	-7.5%
	6	1,840	2,432	32.2%	3,520	3,404	-3.3%	3,748	3,374	-10.0%	3,180	3,504	10.2%	12,288	12,714	3.5%
	Truck total	33,960	31,214	-8.1%	40,904	37,956	-7.2%	38,378	37,224	-3.0%	35,744	36,546	2.2%	148,986	142,940	-4.1%
All Facilities	2	307,674	296,980	-3.5%	360,514	357,432	-0.9%	357,540	359,358	0.5%	329,746	331,138	0.4%	1,355,474	1,344,908	-0.8%
	3	76,076	72,928	-4.1%	92,750	98,632	6.3%	100,482	98,824	-1.7%	91,104	84,152	-7.6%	360,412	354,536	-1.6%
	4	51,730	43,390	-16.1%	56,188	53,460	-4.9%	55,200	53,028	-3.9%	55,076	49,908	-9.4%	218,194	199,786	-8.4%
	5	566,066	549,424	-2.9%	647,138	642,244	-0.8%	635,038	638,014	0.5%	612,760	604,530	-1.3%	2,461,002	2,434,212	-1.1%
	6	33,134	29,888	-9.8%	37,826	35,298	-6.7%	37,052	36,246	-2.2%	35,722	35,620	-0.3%	143,734	137,052	-4.6%
	Truck total	1,034,680	992,610	-4.1%	1,194,416	1,187,066	-0.6%	1,185,312	1,185,470	0.0%	1,124,408	1,105,348	-1.7%	4,538,816	4,470,494	-1.5%

(1) Truck volume doubled because 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
2006/2007

TOLL FACILITIES (2)	Vehicle Class	Q1			Q2			Q3			Q4			TOTAL		
		2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007	2006	2007	% Change 2006/2007
New Rochelle (1) (Westchester County) (I-95) (3)	2H	337,412	336,226		387,260	388,820		382,890	389,946		361,092	360,874		1,468,654	1,475,866	
	3H	130,996	139,152		154,950	159,616		150,198	161,516		150,388	159,366		586,532	619,650	
	Small Trucks	468,408	475,378	1.5%	542,210	548,436	1.1%	533,088	551,462	3.4%	511,480	520,240	1.7%	2,055,186	2,095,516	2.0%
	4H	75,448	72,324		81,336	79,924		80,244	79,732		75,890	78,208		312,918	310,188	
	5H	360,988	370,808		381,730	388,010		361,468	372,694		363,982	371,012		1,468,168	1,502,524	
	5S	268,596	255,762		276,950	268,230		269,144	257,494		263,780	246,716		1,078,470	1,028,202	
	6H	6,098	7,094		6,736	8,014		6,526	7,776		6,782	8,598		26,142	31,482	
	6S	10,982	9,028		12,754	11,964		12,596	11,218		13,354	10,368		49,686	42,578	
	7H	672	1,032		872	812		990	864		1,092	704		3,626	3,412	
	7S	668	340		646	334		580	560		492	400		2,386	1,634	
Large Trucks	723,452	716,388	-1.0%	761,024	757,288	-0.5%	731,548	730,338	-0.2%	725,372	716,006	-1.3%	2,941,396	2,920,020	-0.7%	
Total	1,191,860	1,191,766	-0.0%	1,303,234	1,305,724	0.2%	1,264,636	1,281,800	1.4%	1,236,852	1,236,246	-0.0%	4,996,582	5,015,536	0.4%	
Yonkers (Westchester County) (I-87) (4)	2H	200,724	205,106		227,377	237,998		234,682	248,025		221,743	231,454		884,526	921,983	
	3H	57,700	58,635		71,216	72,252		68,653	73,437		66,550	70,198		264,119	274,522	
	Small Trucks	258,424	263,741	2.1%	298,593	309,650	3.7%	303,335	321,462	6.0%	288,293	301,652	4.6%	1,148,645	1,196,505	4.2%
	4H	32,012	33,647		32,987	36,109		34,511	35,790		34,986	35,506		134,496	141,052	
	5H	55,085	58,653		64,595	68,346		64,779	71,524		62,749	68,278		247,208	266,801	
	5S	94,842	91,468		104,262	104,183		102,421	104,064		99,407	100,349		400,932	400,064	
	6H	2,160	3,015		2,628	3,841		2,948	4,654		3,159	4,989		10,895	16,499	
	6S	10,179	10,016		10,623	12,134		10,039	12,059		12,081	11,618		42,922	45,827	
	7H	1,973	2,211		2,771	2,953		2,286	2,630		2,618	2,602		9,648	10,396	
	7S	334	370		361	468		231	358		307	317		1,233	1,513	
Large Trucks	196,585	199,390	1.4%	218,227	228,034	4.5%	217,215	231,079	6.4%	215,307	223,659	3.9%	847,334	882,152	4.1%	
Total	455,009	463,121	1.8%	516,820	537,684	4.0%	520,550	552,541	6.1%	503,600	525,311	4.3%	1,995,979	2,078,657	4.1%	
Tappan Zee (1) (Rockland-Westchester) (I-87/287)	2H	177,894	178,552		211,200	216,122		214,474	218,282		193,922	199,214		797,970	812,170	
	3H	54,896	54,740		68,902	70,656		67,414	67,772		61,192	65,082		252,404	258,250	
	Small Trucks	232,790	233,292	0.2%	280,102	286,778	2.4%	281,888	286,054	1.5%	255,114	264,296	3.6%	1,049,894	1,070,420	2.0%
	4H	41,190	41,084		52,854	52,230		51,882	49,560		45,620	45,780		191,546	188,654	
	5H	231,872	229,004		262,044	265,020		259,438	250,154		240,318	245,246		993,672	989,424	
	5S	150,530	150,372		176,298	176,962		177,248	164,274		164,050	156,918		668,126	648,526	
	6H	2,324	3,116		2,652	3,824		2,652	3,824		2,792	4,116		10,700	15,224	
	6S	11,116	11,628		12,388	15,684		13,128	14,906		16,318	13,650		52,950	55,868	
	7H	1,884	2,412		2,726	2,836		2,328	2,406		2,668	2,480		9,606	10,134	
	7S	732	652		800	1,052		726	1,018		586	1,078		2,844	3,800	
Large Trucks	439,648	438,268	-0.3%	510,042	517,952	1.6%	507,402	486,142	-4.2%	472,352	469,268	-0.7%	1,929,444	1,911,630	-0.9%	
Total	672,438	671,560	-0.1%	790,144	804,730	1.8%	789,290	772,196	-2.2%	727,466	733,564	0.8%	2,979,338	2,982,050	0.1%	
Spring Valley (1) (Rockland County) (I-87/287)	2H	132,912	138,932		158,834	166,636		163,308	176,542		147,604	167,522		602,658	649,632	
	3H	57,998	52,552		71,616	66,202		70,440	67,728		63,160	64,472		263,214	250,954	
	Small Trucks	190,910	191,484	0.3%	230,450	232,838	1.0%	233,748	244,270	4.5%	210,764	231,994	10.1%	865,872	900,586	4.0%
	4H	40,076	36,306		48,224	45,064		51,308	47,712		45,364	46,466		184,972	175,548	
	5H	183,558	181,362		223,430	209,894		226,588	213,192		200,270	206,366		833,846	810,814	
	5S	131,484	122,750		161,490	144,266		164,218	147,378		148,320	143,588		605,512	557,982	
	6H	2,072	2,600		3,220	3,110		3,316	3,364		3,034	3,688		11,642	12,762	
	6S	5,324	5,726		5,888	5,938		5,998	5,588		5,794	6,468		23,004	23,720	
	7H	2,952	2,538		3,434	2,782		2,912	2,798		3,094	2,924		12,392	11,042	
	7S	614	472		1,046	484		836	514		980	698		3,476	2,168	
Large Trucks	366,080	351,754	-3.9%	446,732	411,538	-7.9%	455,176	420,546	-7.6%	406,856	410,198	0.8%	1,674,844	1,594,036	-4.8%	
Total	556,990	543,238	-2.5%	677,182	644,376	-4.8%	688,924	664,816	-3.5%	617,620	642,192	4.0%	2,540,716	2,494,622	-1.8%	
Harriman (Orange County) (I-87)	2H	90,383	92,192		106,379	108,448		113,275	115,104		101,222	102,013		411,259	417,757	
	3H	42,000	44,643		49,942	52,917		54,994	57,128		51,268	55,928		198,204	210,616	
	Small Trucks	132,383	136,835	3.4%	156,321	161,365	3.2%	168,269	172,232	2.4%	152,490	157,941	3.6%	609,463	628,373	3.1%
	4H	13,451	13,787		16,010	17,577		18,851	17,863		16,650	18,821		64,962	68,048	
	5H	58,904	59,707		67,353	67,454		65,109	64,649		63,062	63,838		254,428	255,648	
	5S	75,460	74,951		83,831	85,030		83,678	80,335		81,689	78,675		324,658	318,991	
	6H	882	883		1,222	1,463		1,244	1,638		1,167	1,595		4,515	5,579	
	6S	4,272	4,323		4,810	5,328		4,997	4,608		4,860	4,909		18,939	19,168	
	7H	263	148		379	171		241	200		240	253		1,123	702	
	7S	130	108		151	143		126	179		193	175		600	675	
Large Trucks	153,362	153,907	0.4%	173,756	177,166	2.0%	174,246	169,472	-2.7%	167,861	168,266	0.2%	669,225	668,811	-0.1%	
Total	285,745	290,742	1.7%	330,077	338,531	2.6%	342,515	341,704	-0.2%	320,351	326,207	1.8%	1,278,688	1,297,184	1.4%	
Total - All Facilities	2H	939,325	951,008		1,091,050	952,278		1,108,629	1,147,899		1,025,583	1,061,077		4,164,587	4,277,408	
	3H	343,590	349,722		416,626	427,581		411,699	427,581		392,558	415,046		1,564,473	1,613,992	
	Small Trucks	1,282,915	1,300,730	1.4%	1,507,676	1,611,319	6.9%	1,520,328	1,575,480	3.6%	1,418,141	1,476,123	4.1%	5,729,060	5,891,400	2.8%
	4H	202,177	197,148		231,411	230,904		236,796	230,657		218,510	224,781		888,894	883,490	
	5H	890,407	899,534		999,152	998,724		977,382	972,213		930,381	954,740		3,797,322	3,825,211	
	5S	720,912	695,303		802,831	778,671		796,709	753,545		757,246	726,246		3,077,698	2,953,765	
	6H	13,536	16,708		16,738	20,596		16,686	21,256		16,934	22,986		63,894	81,546	
	6S	41,873	40,721		46,463	51,048		46,758	48,379		52,407	47,013		187,501	187,161	
	7H	7,744	8,341		10,182	9,554		8,757	8,898		9,712	8,963		36,395	35,756	
	7S	2,478	1,942		3,004	2,481		2,499	2,629		2,558	2,668		10,539	9,720	
Large Trucks	1,868,905	1,859,697	-0.5%	2,109,781	2,091,978	-										

TABLE 19
COMPARISON OF QUARTERLY NEW JERSEY TURNPIKE AUTHORITY TRUCK TOLL PASSAGES BY FACILITY
Garden State Parkway - 2006/2007

TOLL FACILITIES (1)	CLASS	Q1		Q1 2006/07	Q2		Q2 2006/07	Q3		Q3 2006/07	Q4		Q4 2006/07	Total		Difference 2006/07
		2006	2007		2006	2007		2006	2007		2006	2007				
Eatontown (2)	2 axle,<3.5 tons	n/a	10,173	n/a	n/a	8,850	n/a	6,137	n/a	5,309	n/a	5,309	n/a	30,469	n/a	
	3.5 to 5 tons	n/a	79	n/a	n/a	107	n/a	167	n/a	213	n/a	213	n/a	566	n/a	
	5+ tons	n/a	209	n/a	n/a	266	n/a	399	n/a	423	n/a	423	n/a	1,287	n/a	
	Extra axle	n/a	181	n/a	n/a	24	n/a	24	n/a	355	n/a	355	n/a	584	n/a	
	Truck-total	n/a	10,642	n/a	n/a	9,247	n/a	6,717	n/a	6,300	n/a	6,300	n/a	32,966	n/a	
Asbury (2)	2 axle,<3.5 tons	109,894	102,871	-6.4%	121,230	117,039	-46.0%	125,127	181,861	45.3%	125,837	147,842	17.3%	482,088	609,413	26.4%
	3.5 to 5 tons	15,004	12,352	-17.7%	16,082	9,881	-38.6%	17,031	8,765	-48.5%	18,780	9,449	-49.7%	66,886	40,447	-39.5%
	5+ tons	46,850	50,470	7.7%	58,612	53,559	-8.6%	55,320	47,194	-14.7%	49,311	45,669	-7.4%	210,094	196,822	-6.3%
	Extra axle	17,464	15,945	-8.7%	25,483	18,717	-26.6%	22,966	17,029	-25.9%	16,138	16,138	0.0%	83,700	67,828	-19.0%
	Truck-total	189,212	181,638	-4.0%	221,408	259,196	17.1%	220,444	254,848	15.6%	211,714	218,898	3.4%	842,778	914,580	8.5%
Belmar	2 axle,<3.5 tons	21,038	20,276	-3.6%	22,139	20,276	-8.4%	23,898	18,500	-22.6%	28,189	13,938	-50.6%	91,264	74,183	-18.7%
	3.5 to 5 tons	1,767	2,150	21.7%	2,326	2,787	19.8%	2,045	2,463	21.4%	2,034	2,284	12.3%	8,171	9,704	18.8%
	5+ tons	15,824	12,582	-14.9%	15,804	15,804	0.0%	13,844	11,923	-13.2%	17,133	11,923	-30.4%	62,225	62,225	0.0%
	Extra axle	3,806	5,104	33.8%	5,623	6,341	11.2%	6,341	6,131	-3.3%	4,192	5,739	36.9%	21,987	21,987	0.0%
	Truck-total	38,396	39,578	3.1%	46,115	45,579	-1.2%	46,128	43,637	-5.4%	46,342	39,094	-15.6%	176,981	167,888	-5.1%
Brick	2 axle,<3.5 tons	23,708	13,782	-41.9%	17,994	9,008	-49.4%	12,112	8,690	-28.6%	14,352	8,690	-53.5%	68,166	41,385	-39.3%
	3.5 to 5 tons	12	824	6766.8%	1,223	614	-49.8%	2,201	620	-71.8%	1,700	929	-45.3%	5,136	2,987	-41.8%
	5+ tons	11,940	14,032	17.5%	15,951	18,580	16.5%	17,874	16,311	-8.7%	17,316	13,547	-21.8%	63,081	62,470	-1.0%
	Extra axle	3,109	3,588	14.8%	5,035	5,307	5.3%	5,489	4,580	-16.3%	5,348	3,697	-30.9%	18,962	17,752	-6.4%
	Truck-total	38,769	32,207	-16.9%	40,204	35,005	-12.9%	37,656	30,519	-19.0%	38,716	26,863	-30.6%	155,345	124,594	-19.8%
Lakewood	2 axle,<3.5 tons	4,809	7,600	58.0%	3,072	4,783	55.7%	4,742	1,974	-58.4%	4,360	3,434	-21.2%	16,983	17,791	4.8%
	3.5 to 5 tons	1,275	1,433	12.4%	1,237	1,114	-10.0%	1,210	1,210	0.0%	1,938	2,964	52.9%	5,660	7,783	37.5%
	5+ tons	13,980	13,980	0.0%	16,789	16,211	-3.4%	14,502	12,832	-11.5%	13,766	15,579	13.2%	62,606	58,602	-6.4%
	Extra axle	8,747	12,755	45.8%	12,910	13,136	1.8%	13,495	16,119	19.4%	12,317	10,308	-16.3%	47,468	52,318	10.2%
	Truck-total	32,988	35,788	10.5%	34,007	35,244	3.6%	34,007	33,497	-1.5%	32,381	32,265	-0.3%	132,717	136,494	2.8%
Lakehurst	2 axle,<3.5 tons	23,922	23,288	-2.7%	19,277	15,135	-21.5%	13,161	11,161	-15.2%	9,116	80,357	801.0%	80,357	60,679	-24.5%
	3.5 to 5 tons	51	1,994	3777.8%	1,233	3,102	151.5%	2,107	3,645	73.0%	2,886	3,794	31.4%	6,278	12,534	99.7%
	5+ tons	15,136	12,846	-15.1%	19,181	20,167	5.1%	18,196	18,196	0.0%	15,113	18,282	21.0%	69,866	69,491	-0.5%
	Extra axle	6,743	8,694	28.9%	9,069	11,525	27.1%	9,294	10,578	13.8%	7,924	10,281	29.7%	33,031	41,077	24.4%
	Truck-total	45,853	46,802	2.1%	48,761	49,928	2.4%	46,214	45,580	-1.4%	48,704	41,472	-14.8%	189,532	183,782	-3.0%
Toms River	2 axle,<3.5 tons	12,571	31,359	154.2%	24,323	32,783	34.8%	34,033	44,331	84.9%	29,738	67,953	128.5%	91,266	177,126	94.1%
	3.5 to 5 tons	6,957	4,876	-29.9%	6,005	8,476	41.4%	8,748	3,470	-60.3%	8,427	2,941	-65.1%	31,286	20,763	-35.4%
	5+ tons	100,242	91,618	-8.6%	111,591	108,144	-3.1%	108,534	106,746	-1.6%	99,441	88,239	-11.3%	419,809	394,786	-6.0%
	Extra axle	48,481	37,987	-21.6%	65,129	58,696	-9.9%	64,154	53,468	-16.7%	50,750	40,373	-20.4%	228,515	190,523	-16.6%
	Truck-total	168,251	166,439	-1.1%	209,655	209,139	-0.2%	205,464	208,114	1.3%	188,356	199,506	5.9%	771,726	783,198	1.5%
Berkeley	2 axle,<3.5 tons	1,544	839	-45.7%	619	1,150	85.8%	1,026	2,249	119.3%	1,705	1,367	15.4%	4,894	6,205	26.8%
	3.5 to 5 tons	276	276	0.0%	619	414	-33.0%	1,081	1,368	25.7%	1,229	1,967	59.5%	4,125	53,016	12.4%
	5+ tons	1,960	5,631	185.2%	3,658	5,631	53.8%	3,090	3,571	15.6%	4,402	1,967	-55.0%	13,020	16,385	25.8%
	Extra axle	1,591	1,685	5.9%	2,540	2,495	-1.8%	2,073	1,368	-34.0%	1,645	1,645	0.0%	7,849	7,515	-4.3%
	Truck-total	5,861	8,016	36.8%	7,347	9,791	33.3%	7,269	8,556	17.7%	7,981	7,866	-1.4%	28,458	34,229	20.3%
Lacey	2 axle,<3.5 tons	22,187	3,306	-85.1%	13,680	5,191	-62.1%	10,599	4,387	-58.6%	4,677	6,649	42.2%	51,143	19,533	-61.8%
	3.5 to 5 tons	26	636	2251.0%	918	1,600	74.3%	794	2,213	178.8%	593	1,369	129.0%	2,332	5,795	148.5%
	5+ tons	14,825	12,825	-13.5%	15,963	11,818	-25.9%	12,085	11,818	-2.2%	14,655	12,655	-11.8%	54,251	54,251	0.0%
	Extra axle	10,050	11,579	15.2%	11,111	13,385	20.5%	12,798	13,374	4.5%	13,341	9,808	-26.5%	47,300	48,156	1.8%
	Truck-total	45,086	29,743	-34.0%	38,891	31,793	-17.0%	36,275	31,793	-12.4%	32,774	30,311	-7.5%	153,026	128,015	-16.3%
Waretown (3)	2 axle,<3.5 tons	0	351	n/a	0	1,874	n/a	0	4,405	100.0%	0	2,806	n/a	0	9,436	n/a
	3.5 to 5 tons	0	50	n/a	0	132	n/a	0	114	100.0%	0	947	n/a	0	1,243	n/a
	5+ tons	0	677	n/a	0	4,174	n/a	0	3,091	100.0%	0	4,009	n/a	0	11,952	n/a
	Extra axle	0	527	n/a	0	3,256	n/a	0	100.0%	100.0%	0	3,613	n/a	0	12,230	n/a
	Truck-total	0	1,605	n/a	0	8,436	n/a	0	12,505	100.0%	0	11,375	n/a	0	34,321	n/a
Barnegat	2 axle,<3.5 tons	39,261	13,345	-66.0%	36,892	34,431	-6.7%	32,470	30,685	-5.5%	14,377	29,633	106.1%	123,000	108,094	-12.1%
	3.5 to 5 tons	583	9,169	1473.1%	12,372	16,326	32.0%	18,423	10,866	-33.1%	11,409	10,866	-4.8%	42,796	48,687	13.8%
	5+ tons	81,626	68,548	-16.0%	98,552	84,966	-13.8%	95,315	82,846	-13.1%	90,635	73,427	-19.0%	309,786	309,786	0.0%
	Extra axle	37,462	29,654	-20.8%	50,305	47,447	-5.7%	46,599	43,224	-7.2%	41,386	38,688	-6.9%	175,752	159,013	-9.5%
	Truck-total	158,931	120,716	-24.0%	198,121	183,170	-7.5%	192,817	169,680	-12.3%	157,807	152,614	-3.3%	707,676	625,580	-11.6%
New Gretna (2)	2 axle,<3.5 tons	25,399	15,846	-38.1%	32,467	16,511	-48.1%	12,337	14,339	17.3%	13,149	7,057	-46.3%	84,353	54,383	-35.6%
	3.5 to 5 tons	65	1,589	2337.8%	2,545	1,363	-50.8%	4,143	2,037	-61.1%	990	8,901	55.7%	9,982	2,192	-78.1%
	5+ tons	39,010	44,463	14.0%	48,970	49,308	0.7%	52,906	54,585	3.2%	47,822	51,150	7.0%	188,707	199,506	5.7%
	Extra axle	22,132	25,504	15.2%	30,780	30,597	-0.6%	29,798	28,632	-3.9%	26,257	28,827	9.8%	108,966	113,561	4.2%
	Truck-total	87,206	87,402	0.2%	114,762	101,656	-11.4%	99,584	99,520	-0.1%	89,464	88,024	-1.6%	391,016	376,802	-3.7%
Somers Point (2)	2 axle,<3.5 tons	8,770	3,594	-59.0%	14,520	4,448	-69.4%	6,498	3,261	-49.8%	3,267	1,555	-52.4%	33,056	12,858	-61.1%
	3.5 to 5 tons	0	894	100.0%	186	1,054	463.7%	1,100	1,402	27.4%	1,220	1,483	21.6%	4,833	92.8%	-98.2%
	5+ tons	2,549	7,427	191.4%	3,588	9,232	157.3%	7,314	8,857	21.1%	6,409	9,855	53.8%	19,860	35,371	78.1%
	Extra axle	878	2,522	187.4%	963	2,612	171.3%	2,562	2,954	15.3%	2,649	2,087	-21.2%	7,051	10,175	44.3%
	Truck-total	12,196	14,436	18.4%	19,258	17,346	-9.9%	17,474	16,474	-5.7%	13,546	14,980	10.6%	62,474	63,236	1.2%
Great Egg (2)	2 axle,<3.5 tons	68,491	32,790	-52.1%	89,193	25,647	-71.2%	50,031	23,475	-53.1%	34,999	11,332	-67.6%	242,713	93,243	-61.6%
	3.5 to 5 tons	9,427	9,367	-0.6%	7,037	7,037	0.0%	15,257	9,443	-38.2%						

TABLE 20 A
COMPARISON OF QUARTERLY NEW JERSEY TURNPIKE AUTHORITY TRUCK TOLL VOLUME BY INTERCHANGE
2006/2007

TOLL FACILITIES	VEHICLE CLASS(axle)	Q1			Q2			Q3			Q4			Total		
		2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Interchanges# 7A - 8 through 16W - 18W (Westbound) & 17-Rt. 46 (Eastbound)	2	1,634,836	1,592,480	-2.6%	1,771,337	1,709,382	-3.5%	1,760,026	1,721,698	-2.2%	1,707,847	1,660,962	-2.7%	6,874,046	6,684,522	-2.8%
	3	662,765	670,187	1.1%	714,279	743,572	4.1%	714,947	752,817	5.3%	719,703	735,561	2.2%	2,811,694	2,902,137	3.2%
	4	512,013	504,542	-1.5%	547,714	544,444	-0.6%	545,373	544,173	-0.2%	548,842	531,439	-3.2%	2,153,942	2,124,598	-1.4%
	5	3,140,234	3,198,785	1.9%	3,370,478	3,402,732	1.0%	3,326,134	3,373,493	1.4%	3,302,004	3,311,760	0.3%	13,138,850	13,286,770	1.1%
	6	56,803	55,922	-1.6%	58,981	63,305	7.3%	60,944	60,436	-0.8%	63,722	60,034	-5.8%	240,450	239,697	-0.3%
	Truck total		6,006,651	6,021,916	0.3%	6,462,789	6,463,435	0.0%	6,407,424	6,452,617	0.7%	6,342,118	6,299,756	-0.7%	25,218,982	25,237,724

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

(1) Two-way traffic volume

TABLE 20 B
COMPARISON OF QUARTERLY TRUCK TOLL VOLUME ON NASSAU COUNTY BRIDGE AUTHORITY CROSSINGS(1)
2006/2007

TOLL FACILITIES	VEHICLE CLASS (axle)	Q1			Q2			Q3			Q4			Total		
		2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change	2006	2007	% change
Atlantic Beach Bridge	2-axle truck-car	79	702	75.0%	1,301	947	-27.2%	1,162	1,135	-2.3%	454	726	59.9%	2,996	3,510	17.2%
	2-axle truck over 5 tons	11,715	10,113	-13.7%	14,604	11,932	-18.3%	14,293	11,661	-18.4%	12,129	10,791	-11.0%	52,741	44,497	-15.6%
	3-Axle Trucks or more	2,962	2,272	-23.3%	3,922	3,150	-19.7%	2,954	2,780	-5.9%	2,808	2,568	-8.5%	12,646	10,770	-14.8%
	Truck total	14,756	13,087	-11.3%	19,827	16,029	-19.2%	18,409	15,576	-15.4%	15,391	14,085	-8.5%	68,383	58,777	-14.0%

(1) Two-way traffic volume

TABLE 21
ANNUAL COMMERCIAL VEHICLE REGISTRATIONS IN THE NYMTC REGION AND METROPOLITAN AREA
1997 to 2007

Counties	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	% '07/'06
Bronx	8,026	8,221	8,785	11,015	10,901	10,128	9,353	9,236	9,453	9,642	9,769	1.3%
Kings	18,343	18,255	19,037	22,433	21,587	20,478	19,369	19,683	19,441	19,399	19,077	-1.7%
New York	13,385	13,272	13,918	15,293	14,587	13,505	12,421	12,045	11,831	11,932	11,879	-0.4%
Queens	29,735	30,525	31,726	38,384	38,736	36,911	35,085	34,730	35,102	35,958	36,481	1.5%
Richmond	4,952	5,100	5,357	8,822	8,909	8,478	8,046	8,401	8,271	11,925	8,374	-29.8%
New York City	74,441	75,373	78,823	95,947 (2)	94,720 (2)	89,500 (2)	84,274 (2)	84,095 (2)	84,098 (2)	88,856 (2)	85,580 (2)	-3.7%
Dutchess	26,665	26,327	27,201	31,390	29,018	27,229	25,439	25,826	25,378	25,489	24,582	-3.6%
Nassau	34,343	34,137	34,859	50,014	47,571	45,510	43,448	44,494	44,326	44,598	44,187	-0.9%
Orange	32,144	32,901	34,446	42,120	38,865	36,624	34,381	34,533	34,324	33,557	32,241	-3.9%
Putnam	6,372	6,581	6,808	8,744	8,260	7,943	7,626	7,793	7,812	7,889	7,851	-0.5%
Rockland	10,323	10,513	11,021	13,503	12,708	11,961	11,214	11,667	11,778	8,240	11,839	43.7%
Suffolk	93,664	95,126	98,088	128,563	121,334	115,593	109,850	112,729	113,816	114,877	113,477	-1.2%
Westchester	26,277	26,644	27,146	34,963	34,625	32,674	30,724	31,575	31,772	32,423	32,673	0.8%
New York Suburbs	229,788	232,229	239,569	309,297 (2)	292,381 (2)	277,534 (2)	262,682 (2)	268,617 (2)	269,206 (2)	267,073 (2)	266,850 (2)	-0.1%
Downstate NY	304,229	307,602	318,392	405,244(2)	387,101(2)	367,034(2)	346,956(2)	352,712(2)	353304(2)	355,929(2)	352,430(2)	-1.0%
Bergen	138,468	142,785	151,362	159,341	169,594	207,760	222,864	240,361	257,470	273,634	290,889	6.3%
Essex	90,925	96,927	101,368	108,692	119,225	133,322	142,043	156,428	169,133	182,480	197,108	8.0%
Hudson	58,592	63,389	67,810	71,592	79,004	80,341	85,877	94,626	102,338	107,404	113,836	6.0%
Hunterdon	36,103	36,422	39,407	42,432	44,269	47,383	50,903	53,908	57,018	60,001	61,661	2.8%
Mercer	63,166	64,641	67,932	75,420	80,220	85,712	91,605	99,505	107,766	114,204	118,823	4.0%
Middlesex	133,697	138,052	146,826	155,671	168,359	174,800	188,715	205,534	219,410	230,484	242,959	5.4%
Monmouth	117,550	119,516	128,371	138,032	147,852	175,234	190,724	206,046	219,878	232,155	240,820	3.7%
Morris	117,524	128,466	142,879	158,653	167,175	149,365	159,899	172,630	181,796	190,752	198,249	3.9%
Ocean	94,179	98,347	107,422	117,518	125,997	149,482	165,445	180,503	194,474	206,584	213,907	3.5%
Passaic	74,178	76,639	83,083	89,160	97,021	111,287	121,142	133,735	143,701	152,493	170,708	11.9%
Somerset	61,479	64,426	70,118	76,072	80,809	87,150	92,888	99,457	104,967	111,172	118,339	6.4%
Sussex	38,740	39,910	42,872	45,419	48,072	56,048	60,408	64,741	68,662	72,534	74,223	2.3%
Union	83,679	88,403	94,823	99,555	107,755	117,144	126,548	137,824	147,568	155,472	163,302	5.0%
Warren	26,835	27,325	29,378	31,749	33,365	35,782	39,388	41,402	44,119	46,705	48,211	3.2%
New Jersey (14 Counties)	1,135,115	1,185,248	1,273,651	1,369,306	1,468,717	1,610,810	1,738,449	1,886,700	2,018,300	2,136,074	2,253,035	5.5%
Fairfield County (1)	--	--	73,094	74,968	77,194	79,324	81,858	84,784	83,815	82,972	82,070	-1.1%
Litchfield County (1)	--	--	32,582	33,694	34,704	35,568	36,493	37,298	37,096	36,677	36,274	-1.1%
New Haven County (1)	--	--	83,933	85,820	87,777	89,592	91,421	95,264	95,098	94,662	93,178	-1.6%
Connecticut	159,268	162,518	189,609	194,482	199,675	204,484	209,772	217,346	216,009	214,311	211,522	-1.3%
Tri-State Region	1,339,589	1,388,723	1,781,652	1,969,032	2,055,493	2,182,328	2,295,177	2,456,758	2,587,613	2,706,314	2,816,987	4.1%

45

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

(1) From the year 1999, vehicle registration data in Connecticut are collected by county (previously by planning region).

(2) Data incl. commercial and trailers categories.

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

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

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

- 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. Data include Commercial and Trailer count.

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

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:	Two axle	Three axle	Four axle	Five/Six axle
Pre 1964	\$0.75	\$1.00	\$1.50	
12/64	\$0.75	\$1.00	\$1.50	\$2.00
8/70*	\$1.50 double toll	\$2.00	Extra axle: \$1.00 each	Extra axle: \$1.00 each additional up to \$4.00 max.
5/75	\$2.25 double toll	\$3.00	Extra axle: \$1.50 each	Extra axle: \$1.50 each additional up to \$6.00 max.
1/84	\$3.00 double toll	Extra axles: \$1.50 each additional		
4/87	\$6.00 double toll	Extra axles: \$3.00 each additional		
4/91	\$6.00 double toll	Extra axles: \$4.00 each additional		
3/25/2001	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 attached table. For toll details see www.panynj.gov .			

Agency Metropolitan Transportation Authority - Bridges & Tunnels

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

Date & Tolls:	Two axle	Three axle	Four axle	Five axle	Extra axles
1961	\$0.25/\$0.40/\$0.60 (BBT \$0.35/\$0.50/\$0.75) each way				\$0.35 each additional
2/69	\$0.40/\$0.60 (BBT \$0.50/\$0.75) & (VNB \$0.75/\$1.00) each way				\$0.35/0.50 each additional
1/72	\$1.00 (VNB \$1.50) each way				\$0.50 each additional (VNB \$0.75)
9/75	\$1.50 (VNB \$2.00) each way				\$0.75 (VNB \$1.00) each additional
5/80	\$2.00				\$1.00 each additional
4/82	\$2.50				\$1.25 each additional
1/84	\$3.00				\$1.50 each additional
1/86	\$4.00				\$2.00 each additional
3/87	Verrazano Narrows Bridge:				Double toll collected one way
7/89	\$5.00 each way (VNB \$4.00)				Extra axles: \$2.00 each additional
1/93	\$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 (comm. vehicles prohibited, exc. construction vehicles), Marine Pkwy Mem. and Cross Bay Br.): Two axle: \$4.00 each way				
	* electronic toll collection effective				
03/13/2005	Major facilities: Two axles (over 7,000 lbs): \$9.00 each way (VNB \$9.00). Each additional axle \$5.00. E-ZPass discount for all facilities.				
	Minor facilities: (Henry Hudson Br., Marine Pkwy Mem. and Cross Bay Br.): Two axle (over 7,000 lbs): \$4.50 each way. Each additional axle \$2.50.				
	NOTE: For details see attached table. For toll details see www.mta.info/band/traffic/btmain.htm				

Agency New York State Thruway Authority

Facilities Tappan Zee Bridge (round trip toll effective 8/70, collected southbound)

Date & Tolls:	Class 2 (2 axle truck)	Class 3 (3 axle truck)	Class 4 (4 axle truck)	Class 5 (5 axle truck)	Class 6 (6 axle truck)	Class 7 (7 axle truck)	Class 8 (8 axle truck)
1959	\$0.75	3 axles and over - from \$0.05 to \$0.30 additional					
1970	\$1.00	3 axles and over - additional					
2/76	\$2.25	3 axles and over - from \$0.75 to \$3.75 additional					
4/88	\$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.						
5/2005	New vehicle classification lists Class 2L to 4L (under 7'-6" height, with 2, 3, 4 or more axles) and 2H through 7H for 7'-6" high or greater, with 2 to 7+ axles)						
	Toll cost: from \$4.00 to 11.25 (2L-4L) and from \$12.25 to \$40.50 for 2H through 7H vehicles. E-ZPass discount for qualified non-tandem commercial vehicles.						

Facilities New Rochelle Barrier (round trip toll effective 2/89, collected northbound)

Date & Tolls:	Class 2 (2 axle truck)	Class 3 (3 axle truck)	Class 4 (4 axle truck)	Class 5 (5 axle truck)	Class 6 (6 axle truck)	Class 7 (7 axle truck)	Class 8 (8 axle truck)
10/58	\$0.30	3 axles and over - from \$0.25 to \$0.75 additional					
2/76	\$0.40	3 axles and over - from \$0.15 to \$0.65 additional					
6/80	\$0.40	3 axles and over - additional					
4/88	\$1.50	Class 4, 3, 7 & 5: \$0.50 additional, Class 6, & 8: \$2.50					
7/97	\$1.50	Class 4, 5 & 7: \$2.00, \$3.50, \$3.00 respectively, Class 3, 6, & 8: \$2.50					
5/2005	New vehicle classification lists Class 2L to 4L (under 7'-6" height, with 2, 3, 4 or more axles) and 2H through 7H for 7'-6" high or greater, with 2 to 7+ axles)						
	Toll cost: from \$4.00 to 11.25 (2L-4L) and from \$12.25 to \$40.50 for 2H through 7H vehicles. Discount for E-ZPass.						
	NOTE: For classification details for the NYS TA see table. For toll details see www.thruway.state.ny.us						

Truck Toll Rates on Selected NY-NJ Tunnels & Bridges

Facilities

Date & Tolls:

1955
1959
2/76
6/80
4/88
07/15/97
5/2005

Yonkers Barrier

Class 2 (2 axle truck): \$0.30	3 axes and over - from \$0.05 to \$0.30 additional
Class 1 (2 axle truck): \$0.25 round trip	3 axes and over - additional
Class 2 (2 axle truck): \$0.40	3 axes and over - from \$0.15 to \$0.65 additional
Class 1 (2 axle truck): \$0.40 round trip	3 axes and over - additional
Class 2 (2 axle truck): \$0.75	Class 4, 3, 7 & 5: \$0.25 additional, Class 6 & 8: \$1.25
Class 2 (2 axle truck): \$0.75	Class 4, 5 & 7: \$1.00, \$1.75, \$1.50, respectively, class 3, 6 & 8: \$1.25

New vehicle classification lists Class 2L to 4L (under 7'-6" height, 2, 3, 4 or more axes) and 2H through 7H for 7'-6" height or greater, 2 to 7+ axes)
Toll cost: from \$0.75 to 1.25 (for 2L-4L) and from \$1.50 to \$4.25 for 2H through 7H vehicles. E-Z Pass discount for qualified comm. vehicles

Facilities

Date & Tolls:

2/76
4/88
07/15/97
5/2005

Spring Valley Barrier (round trip toll effective 2/89, collected northbound)

Class 2 (2 axle truck): \$0.35	3 axes and over - from \$0.15 to \$0.60 additional
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
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

New vehicle classification lists Class 2L to 4L (under 7'-6" height, with 2, 3, 4 or more axes) and 2H through 7H for 7'-6" height or greater, 2 to 7+ axes)
Toll cost: from \$2.50 to 3.75 (2L-4L) and from \$4.25 to \$13.50 for 2H through 7H vehicles. Discount for E-ZPass.

Facilities

Date & Tolls:

1974
2/76
6/80
4/88
07/15/97
5/2005

Harriman Barrier

Class 1 (2 axle truck): \$0.30 one way	3 axes and over - additional
Class 2 (2 axle truck): \$0.45 round trip	3 axes and over - from \$0.25 to \$0.90 additional
Class 1 (2 axle truck): \$0.50 round trip	3 axes and over - additional
Class 2 (2 axle truck): \$0.75 one way	Class 4, 3, 6, 7 & 5: \$0.50 additional, Class 8: \$1.25
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

New vehicle classification lists Class 2L to 4L (under 7'-6" height, 2, 3, 4 or more axes) and 2H through 7H for 7'-6" height or greater, 2 to 7+ axes)
Toll cost: from \$0.75 to 1.25 (2L-4L) and from \$1.50 to \$4.75 for 2H through 7H vehicles. Discount for E-ZPass.
NOTE: For classification details for the NYS TA see table. For toll details see www.thruway.state.ny.us

New York State Bridge Authority

Facilities

Date & Tolls:

1945
1970
7/89
52000

Rip Van Winkle, Kingston-Rhinecliff, Mid-Hudson, Newburgh-Beacon and Bear Mountain Bridges

\$0.25 each way	\$0.25 per additional axle
\$0.50 round trip	\$1.00 for vehicles with 2 axes and more than four (4) tires
Two axle (more than 4 tires): \$1.50 round trip	Three axle: \$3.00 round trip, Extra axes: \$1.00 each additional
Class 2 (2-axle truck): \$2.50 one way	Class 3,4,5 & 6: \$4.50, \$6.00, \$7.50 & \$9.00 respectively.

NOTE: For classification details see table on Pg. 52-53. For toll details see www.nysba.state.ny.us

Agency

New Jersey Turnpike Authority

Facilities

Date & Tolls:

1951
1975
1980
1991
9/2000
01/01/2003
Revised 02/2007

Exit Ramps 1 to 18 Note: for this report only ramps from exit 7A through 18 are considered.

Range from \$0.15 to \$1.75 for Class 1 (2 axes) vehicles
Range from \$0.20 to \$2.25 for Class 1 (2 axes) vehicles
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
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
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.
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.
For detail see 2007 NJTA Map and Toll Schedule.

Agency

New Jersey Turnpike Authority - Garden State Parkway

Facilities

Note: The GSP is operated as part of a New Jersey Turnpike Authority. Trucks are prohibited north of toll plaza in Asbury Park. There are 12 Mainline Toll Plazas on GSP: Pascack Valley, Bergen, Essex, Union, Raritan N&S, Asbury Park, Toms River, Barnegat, New Gretna, Great Egg and Cape May. Additionally, there are 22 Toll Barriers or Ramps: Paramus, Saddle Brook, Clifton, Passaic, Watchung, Bloomfield, East Orange, Irvington, Union, Matawan, Keyport-Hazlet, Holmdel, Red Bank, Eatontown, Belmar-Wall, Lakewood, Brick, Lakehurst, Lacey, Berkeley, Somers Point, and Wildwood.

Date & Tolls:

1954, 1956
5/88
4/89
2003

Original Barrier Toll: \$0.25	Ramp Tolls: \$0.10/\$0.15
\$0.25 for ramp tolls	Trucks: \$0.25 per axle
\$0.35 barrier tolls	Trucks: \$0.35 per axle

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

Date & Tolls:

1995&1996
1997
01/01/2007

Atlantic Beach Bridge

Vehicles under five tons registered weight, incl. passenger cars and commercial vehicles pay one-way \$2.00
Vehicles five tons and over registered weight, including auto-trailers, per axle, pay one-way \$2.00
Annual commutation decal, depending on weight of vehicle and origin of registration - as per NCBA rate schedule (see text, Pg.14).

E-ZPass Opening Dates

(As of 2007)

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 Authority - 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 Turnpike 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 (1)
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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 \$0.50 discount

*** Truckers pay increased tolls at selected peak intervals

(1) for 2-axle truck/car type introduced \$15 card valid for 20 car trips.

New York State Bridge Authority Toll Rate

PART 1

Toll Rate 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, (w ith Class 1)	\$0.50
	Extra axle, (w ith Class 2)	\$1.50
	Commuter Discount (E-ZPass)	see A
	Carpool Discount	see B
	Carpool 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 discount.. \$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 mounts a 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 period 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 f or 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. Carpool tickets may not be used in place of a combination with any other classification of vehicle or extra axle.

New York State Bridge Authority Weight Limits













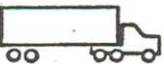





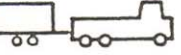
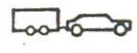

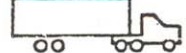






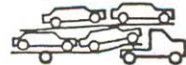
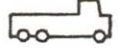
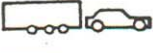


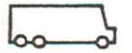


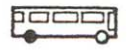

PART 2

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 crossings will be permitted.	

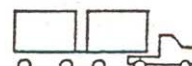
VEHICLE CLASSIFICATIONS ON THE THRUWAY SYSTEM

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

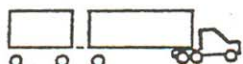
TANDEM TRAILERS: Trailers over 28.5 feet are Class 7. Trailers 28.5 feet and under are Class 3.



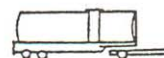
Tractor with two long trailers (Class 7 and Class 7 - 1)



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



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





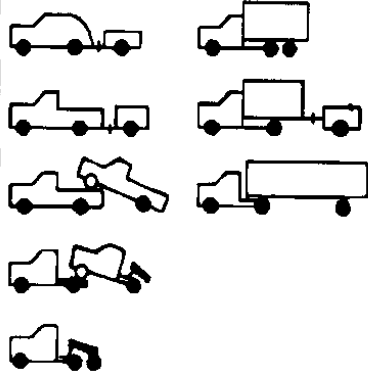
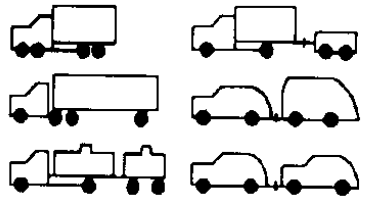

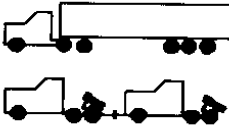
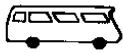

Dolly and semi (over 60 ft. total) hauled by single-unit truck (Class 7 and proper Class for truck)

GARDEN STATE PARKWAY TOLL RATE

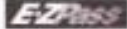
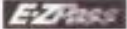
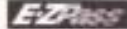








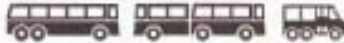

PLAZA/RAMP 11 Barriers 22 Ramps	Milepost	Barrier or Ramp	Car	Car w/1-axle Trailer 2-axle, 6 tire or 3-axle camper	Car w/2-axle Trailer or 4-axle Camper	Car with 3-axle trailer	Omnibus**	***HEAVY TRUCKS*** Heavy Trucks (Registered 7,000 lbs. or more) PROHIBITED North of Interchange 105					
								2-axle, 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
Barneгат	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 2005

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

www.mta.info

Effective 3:00 a.m. March 13, 2005

Truck and 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	\$9.00	\$7.20
3 axle	\$14.00	\$11.20
4 axle	\$19.00	\$15.20
5 axle	\$24.00	\$19.20
6 axle	\$29.00	\$23.20
7 axle	\$34.00	\$27.20
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	\$18.00	\$14.40
3 axle	\$28.00	\$22.40
4 axle	\$38.00	\$30.40
5 axle	\$48.00	\$38.40
6 axle	\$58.00	\$46.40
7 axle	\$68.00	\$54.40
Additional axle	\$10.00	\$8.00

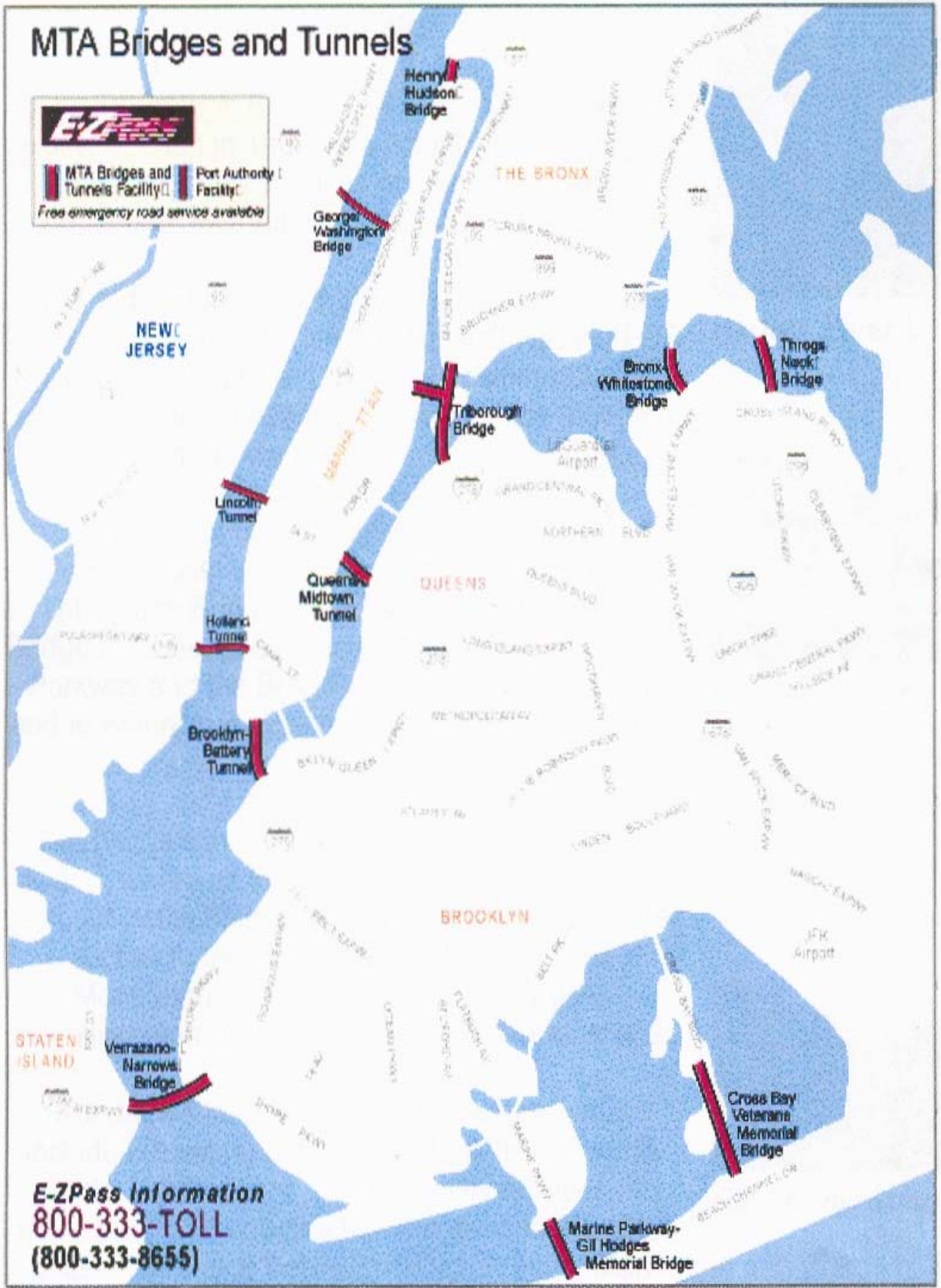
Cross Bay and Marine Parkway-Gil Hodges Bridges

<u>Axles</u>	<u>Cash</u>	<u>E-ZPass</u>
2 axle	\$4.50	\$3.60
3 axle	\$7.00	\$5.60
4 axle	\$9.50	\$7.60
5 axle	\$12.00	\$9.60
6 axle	\$14.50	\$11.60
7 axle	\$17.00	\$13.60
Additional axle	\$2.50	\$2.00

MTA Bridges and Tunnels



MTA Bridges and Tunnels Facility Port Authority Facility
Free emergency road service available



E-ZPass Information
800-333-TOLL
(800-333-8655)

**NASSAU COUNTY BRIDGE AUTHORITY
LAWRENCE, NEW YORK**

TOLL RATE SCHEDULE

PLEASE TAKE NOTICE that pursuant to The Public Authorities Law The Nassau County Bridge Authority on November 21, 2006 established the following toll rates effective January 1, 2007 for the Atlantic Beach Bridge:

<u>Classification</u>	<u>One-Way Rate</u>
1. Vehicles under five tons registered weight, including passenger cars, commercial vehicles, taxicabs, motorcycles (with or without sidecars), trailers and motorized bicycles.	\$2.00
2. Vehicles, five tons or over registered weight, including auto trailers. per axle	\$2.00
3. Buses, operating under franchise.	\$0.50

<u>Classification</u>	<u>Reduced Rate</u>
1. Nassau County Bridge Authority 20 Trip Pass Card, for use only by passenger vehicles or motorcycles under five tons registered weight, operated for non-commercial use, and by taxicabs. (Extra pass card trip valid for auto trailer attached.) 20 Trip Pass Card valid for use only during the calendar year for which issued.	\$15.00
2. Vehicles registered to an address within the confines of Nassau County. Annual commutation decal (sticker) for use only by private passenger vehicle under five tons registered weight, operated for non-commercial use, and registered within the confines of Nassau County valid during the calendar year of issue by the specific car for which issued and to which affixed, and only for passage through toll lanes designated for commutation decal (sticker) passage.	\$130.00
3. Vehicles registered in all other Areas outside confines of Nassau County. Annual commutation decal (sticker) for use only by private passenger vehicle under five tons registered weight, operated for non-commercial use, and registered to an address in all other areas outside the confines of Nassau County valid during the calendar year of issue by the specific car for which issued and to which affixed, and only for passage through toll lanes designated for commutation decal (sticker) passage.	\$175.00

Conditions

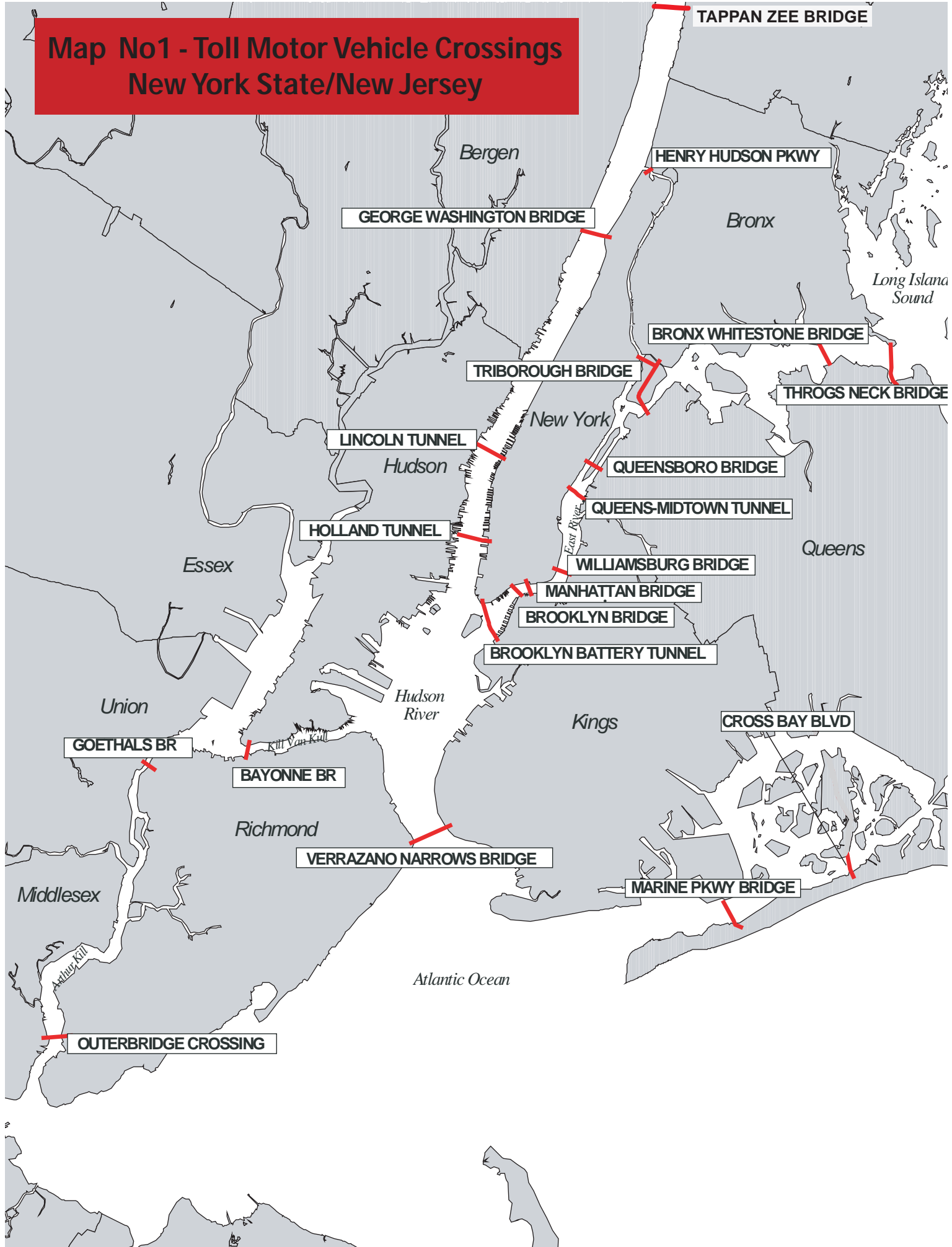
1. There will be no refund or credit in the event of loss or theft of annual commutation decal (sticker) or 20 trip pass card or for unused 20 trip pass card or discontinued use of the annual commutation decal (sticker).

2. The Authority may permit toll-free passage for any persons or vehicles required to cross the bridge on official business as it shall determine proper in its discretion.

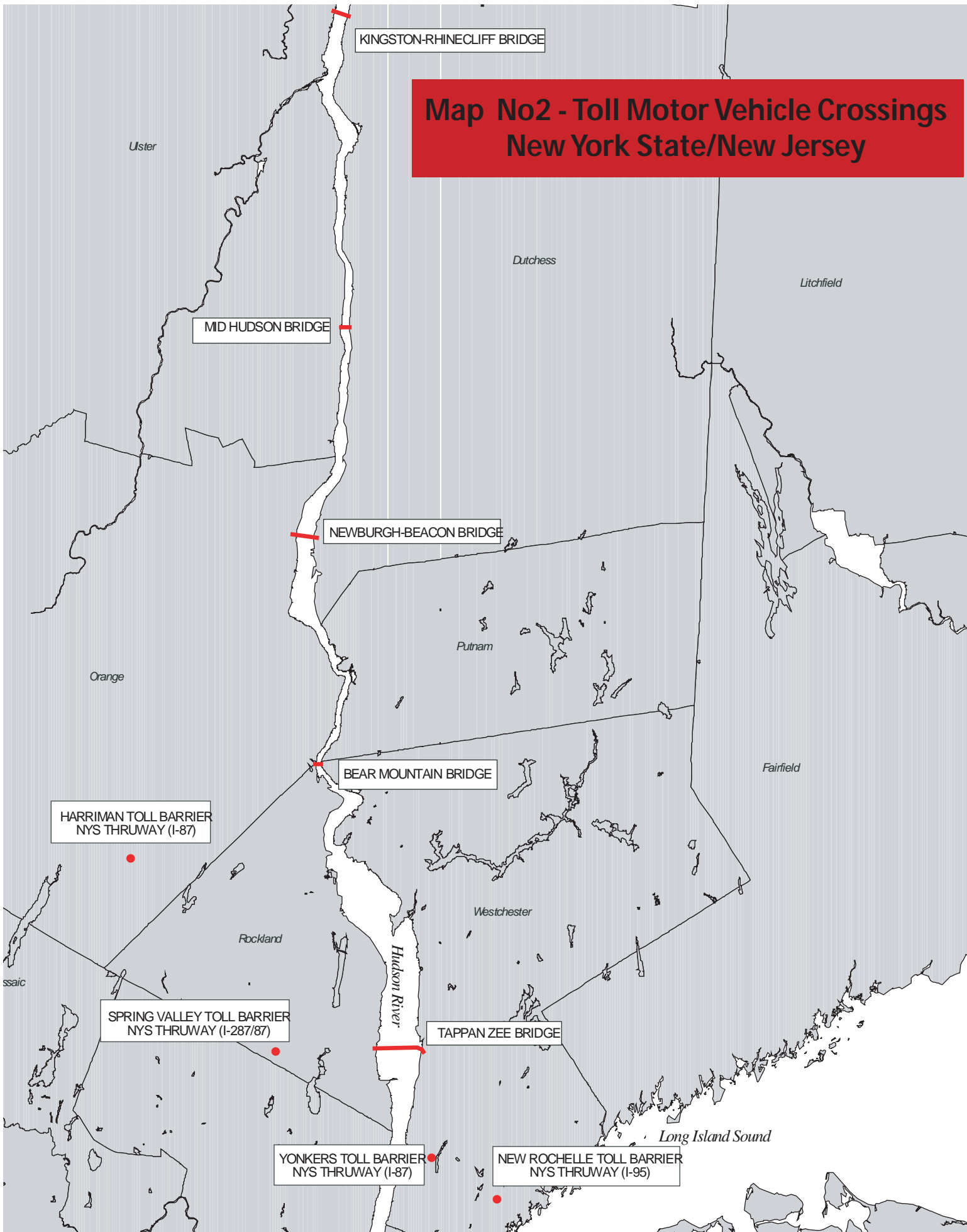
Dated: November 21, 2006
Nassau County Bridge Authority

ATTACHMENT D

Map No1 - Toll Motor Vehicle Crossings New York State/New Jersey



Map No2 - Toll Motor Vehicle Crossings New York State/New Jersey



Map No3 - New Jersey State Toll Barriers

