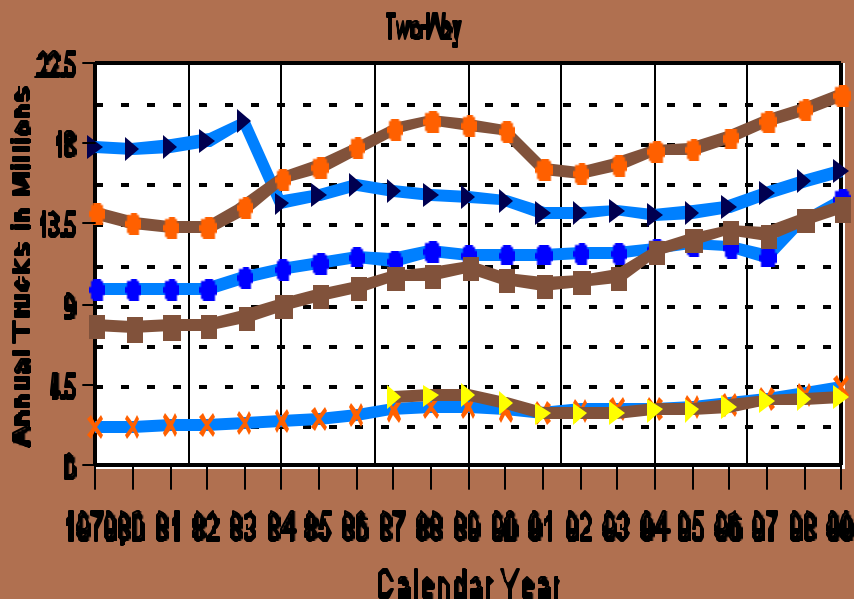


1998-1999 Truck Toll Volumes

New Jersey-New York Truck Toll Volumes



Major Toll Agencies

- ▶ Port Authority of New York & New Jersey
- Metropolitan Transportation Authority Bridges & Tunnels
- ✕ New York State Bridge Authority
- New York State Thruway Authority
- ▶ New Jersey Highway Authority (Car & State Parkway)
- New Jersey Turnpike

Major River Crossings 1999 Volume Lanes*

1>	George Washington Br. (PANYNJ): I-95	8,167,200	14
2>	Throgs Neck Br. (MTA B&T): I-295	3,491,300	6
3>	Verrazano Narrows Br. (MTA B&T): I-278	3,344,600	12
4>	Newburgh-Beacon Br. (NYSBA): I-84	3,292,700	6
5>	Triborough Br. (MTA B&T): I-278	3,047,200	6
6>	Tappan Zee Br. (NYSTA): I-287	2,815,200	7
7>	Bronx-Whitestone Br. (MTA B&T): I-678	2,608,400	6
8>	Holland Tun. (PANYNJ): I-78	2,129,100	4
9>	Goethals Br. (PANYNJ): I-278	2,057,800	4
10>	Outerbridge Crossing (PANYNJ): N-440	1,812,100	4
11>	Lincoln Tunnel (PANYNJ): I-495	1,776,200	6
12>	Queens-Midtown Tun. (MTA B&T): I-495	1,441,700	4
13>	Brooklyn-Battery Tun. (MTA B&T): I-478	609,400	4
14>	Bayonne Br. (PANYNJ): NY-440	486,000	4

Toll Barriers/Interchanges 1999 Volume

1>	New Rochelle (NYSTA): I-95	5,850,500
2>	Spring Valley (NYSTA): I-87/287	2,449,800
3>	Yonkers (NYSTA): I-87	2,081,400
4>	Harriman (NYSTA): I-87	1,236,300
5>	NJHA-Garden State Pkwy^	3,838,300
6>	NJ Turn Pike 7A -18	20,720,500

^ Excludes trucks weighing 3.5 tons or less.

* Travel lanes, not toll plaza lanes.

New York Metropolitan Transportation Council

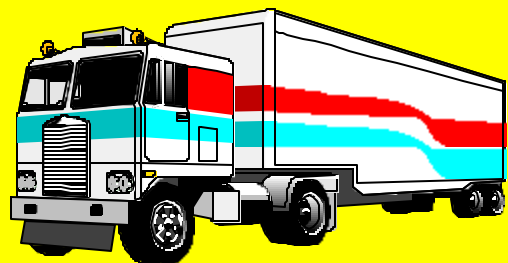
World Trade Center 3 Suite 82 East 3 New York 3 NY 3 10048-0043

Telephone: 212-938-3300 3 Telefax: 212-938-3295

INTERNET: www.nymtc.org

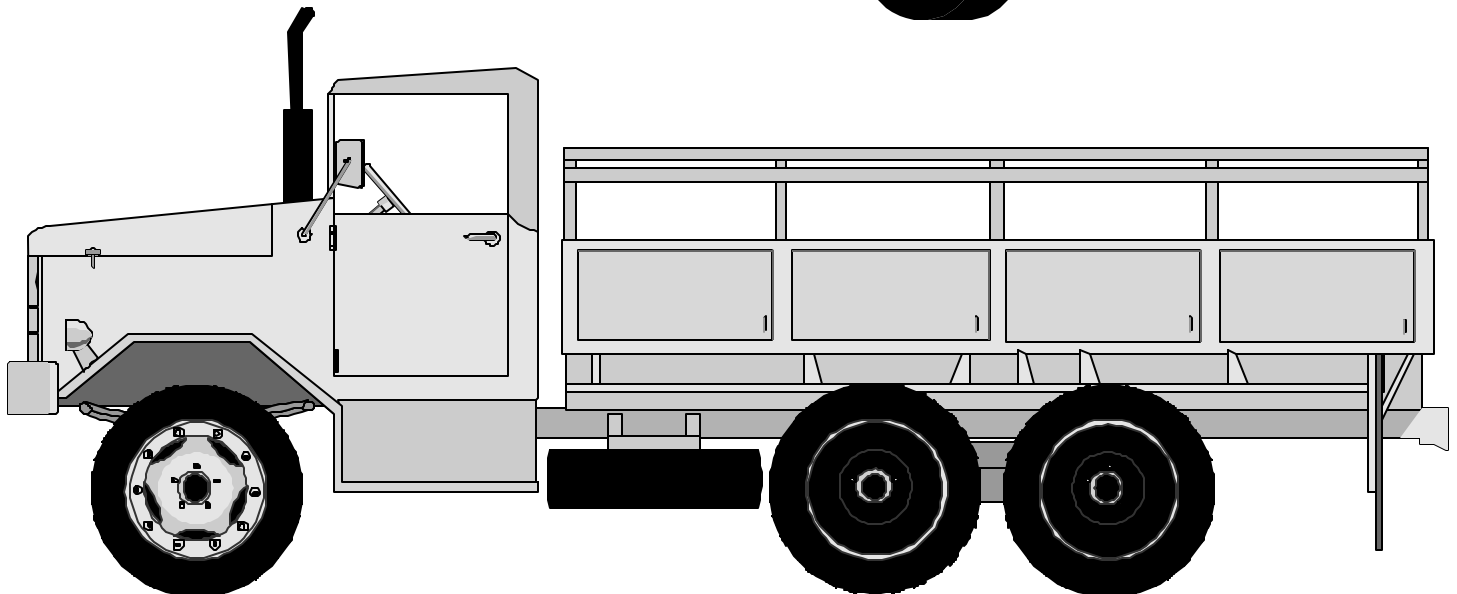
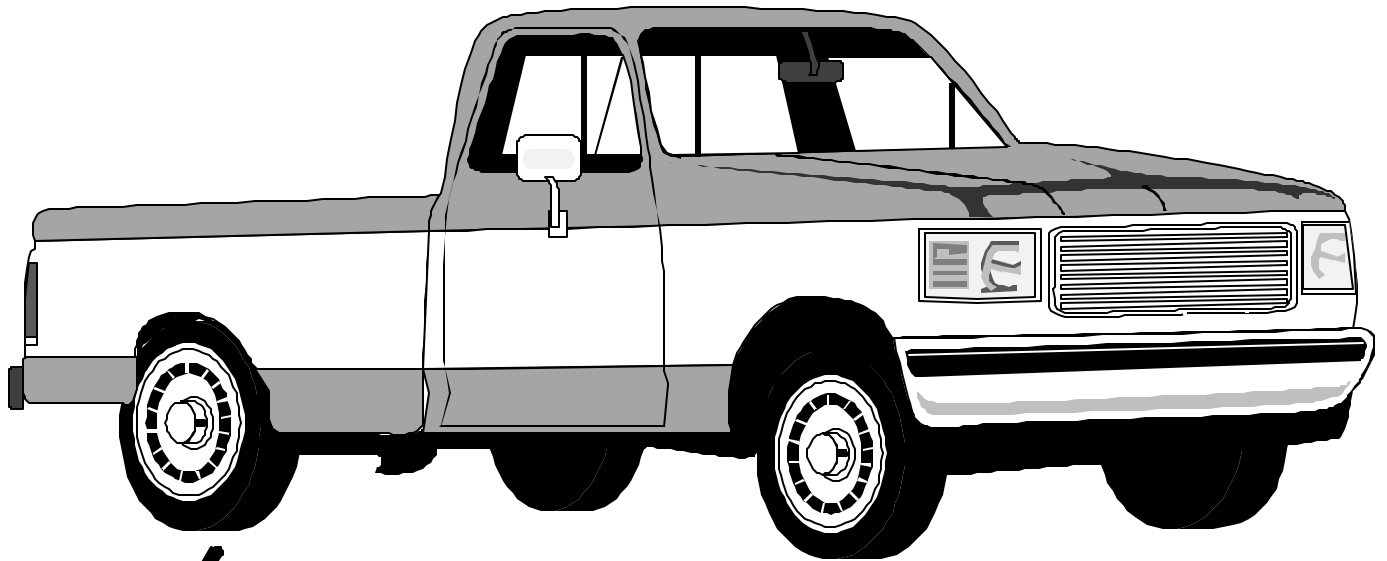
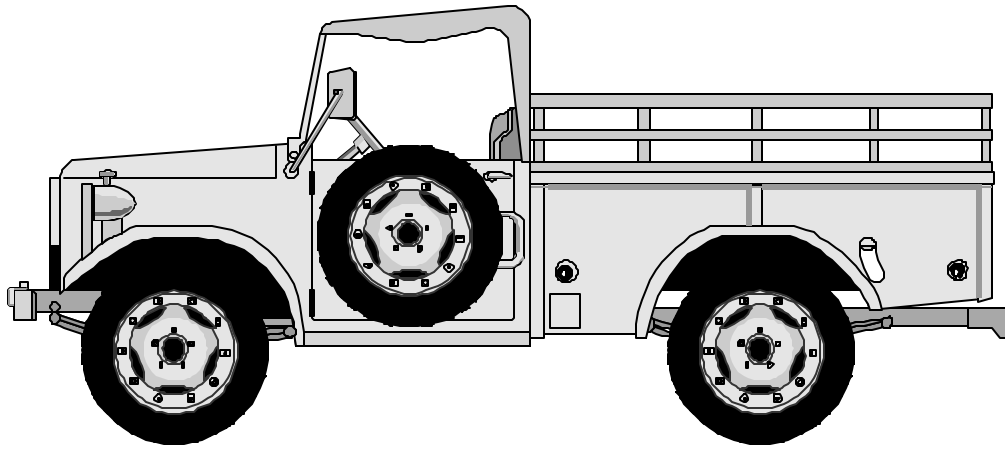
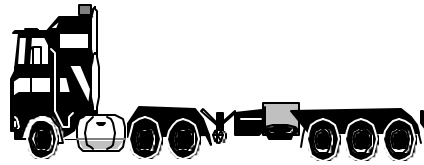
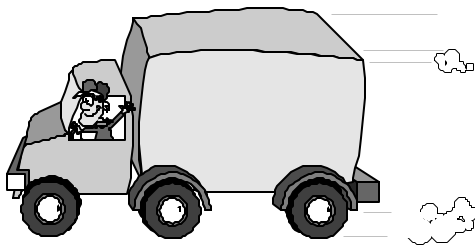
Monitoring & Analysis Unit

Published in March, 2001



One





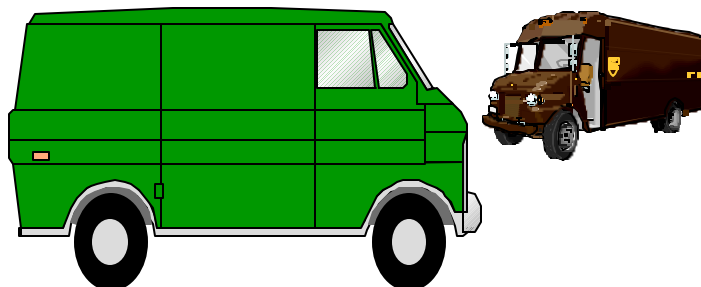
**Federal Highway Administration PL1007-034
Federal Transit Administration NY-80-X009
New York State PIN PT1827.801.44**

TRI-STATE REGION



This New York Metropolitan Transportation Council report was compiled and written by Calys Maloney, Transportation Analyst, under the supervision of Mark Tobin of the Regional Monitoring and Analysis Unit; Howard J. Mann, Manager, Data Services Section, Technical Group; Thomas Schulze, Assistant Director. This report was prepared using funding of the Federal Highway and Federal Transit administrations of the United States Department of Transportation, and the New York State Department of Transportation. The views and opinions of the author do not necessarily reflect those of any agency.

Table of Contents



Map #1: New York State/New Jersey State

Map #2: New York State

Map #3: New Jersey State

Introduction 1

Major Highlights and Findings..... 2-8

List of Figures:

Figure 1: Toll Agency Annual Truck Volumes, 1997-1999	9
Figure 2A: PANYNJ Annual Truck Volumes, 1997-1999	9
Figure 2B: PANYNJ Quarterly Truck Volumes, 1997-1999	9
Figure 2C: PANYNJ 1999 Truck Volume by Type	9
Figure 3A: MTA B&T Annual Truck Volumes, 1997-1999	9
Figure 3B: MTA B&T Quarterly Truck Volumes, 1997-1999	9
Figure 3C: MTA B&T 1999 Truck Volume by Type	10
Figure 4A: NYSBA Truck Vehicle Volumes, 1997-1999	10
Figure 4B: NYSBA Quarterly Truck Volumes, 1997-1999	10
Figure 4C: NYSBA 1999 Truck Volumes by Type	10
Figure 5A: NYSTA Annual Truck Volumes, 1997-1999	10
Figure 5B: NYSTA Quarterly Truck Volumes, 1997-1999	10
Figure 5C: NYSTA 1999 Truck Volume by Type	11
Figure 6A: New Jersey Annual Truck Volumes, 1997-1999	11
Figure 6B: Garden State Pkwy. Quarterly Truck Volumes	11
Figure 6C: Garden State Pkwy. 1999 Truck Volume by Type	11
Figure 6D: New Jersey Turnpike Quarterly Truck Volumes	11
Figure 6E: New Jersey Turnpike 1999 Truck Volume by Type	11
Figure 7: NY and NJ Seasonal Truck Toll Volume	12
Figure 8: MTA B&T River Crossing Truck Toll Volume Trends	12
Figure 9: PANYNJ River Crossing Truck Toll Volume Trends	13
Figure 10: NJ Turnpike and GS Pkwy River Crossing Truck Toll	13
Figure 11: NYSBA River Crossing Truck Toll Volume Trends	14
Figure 12: NYSTA River Crossing Truck Toll Volume Trends	14
Figure 13: Northern Corridor Volume Trend Comparison	15
Figure 14: Major Staten Island Volume Trend Comparison	15

Annual Commercial Vehicle Registrations: 1985-1999

Figure 15: New York City	16
Figure 16: New York Suburbs	16
Figure 17: Downstate New York, New Jersey and Connecticut	16
Figure 18: NYC, Nassau-Suff, and Mid-Hudson Counties	16
Figure 19: Tri-State Region	16

Figure 20: Truck Toll Volumes and Employment 16

List of Tables:

Table 1: Annual Truck Toll Volumes: 1979 -1999..... 17

Table 2A: Change in Annual Truck Traffic: 1998 - 1999..... 18

Table 2B: Operating Agencies' Truck Types, 1998-1999..... 18

Tables 3A & 3B: Operating Agencies' Share of Truck Traffic: 1998 & 1999 19

Tables 4-8: Quarterly Analysis of Truck Toll Traffic: 1998 vs. 1999 20

River Crossings Truck Traffic: 1998 & 1999

Tables 9(A&B), 10(A&B): Hudson River, East River 21

Tables 11(A&B): Arthur Kill Kill Van Kill 21

Tables 12(A&B), 13(A&B): Harlem River & South Shore Bridges 22

Tables 14(A&B): 1998 & 1999 Truck Traffic, by Operating Agency 23

1998/1999 Truck Traffic, by toll facilities:

Table 15: Port Authority of New York & New Jersey 24

Table 16: Metropolitan Transportation Authority Bridges & Tunnels 25

Table 17: New York State Bridge Authority 26

Table 18: New York State Thruway Authority 27

Table 19: New Jersey Highway Authority 28

Table 20A: New Jersey Turnpike Authority 29

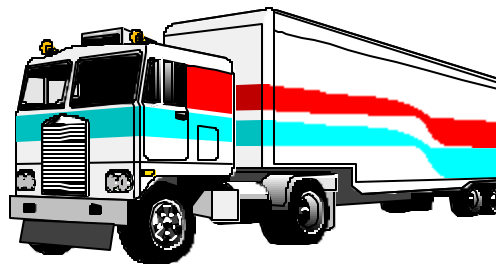
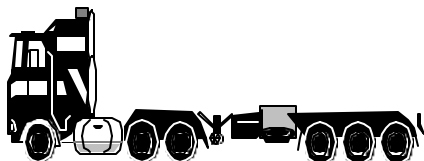
Table 20B: Nassau County Bridge Authority..... 29

Table 21: Annual Commercial Vehicle Registrations 30

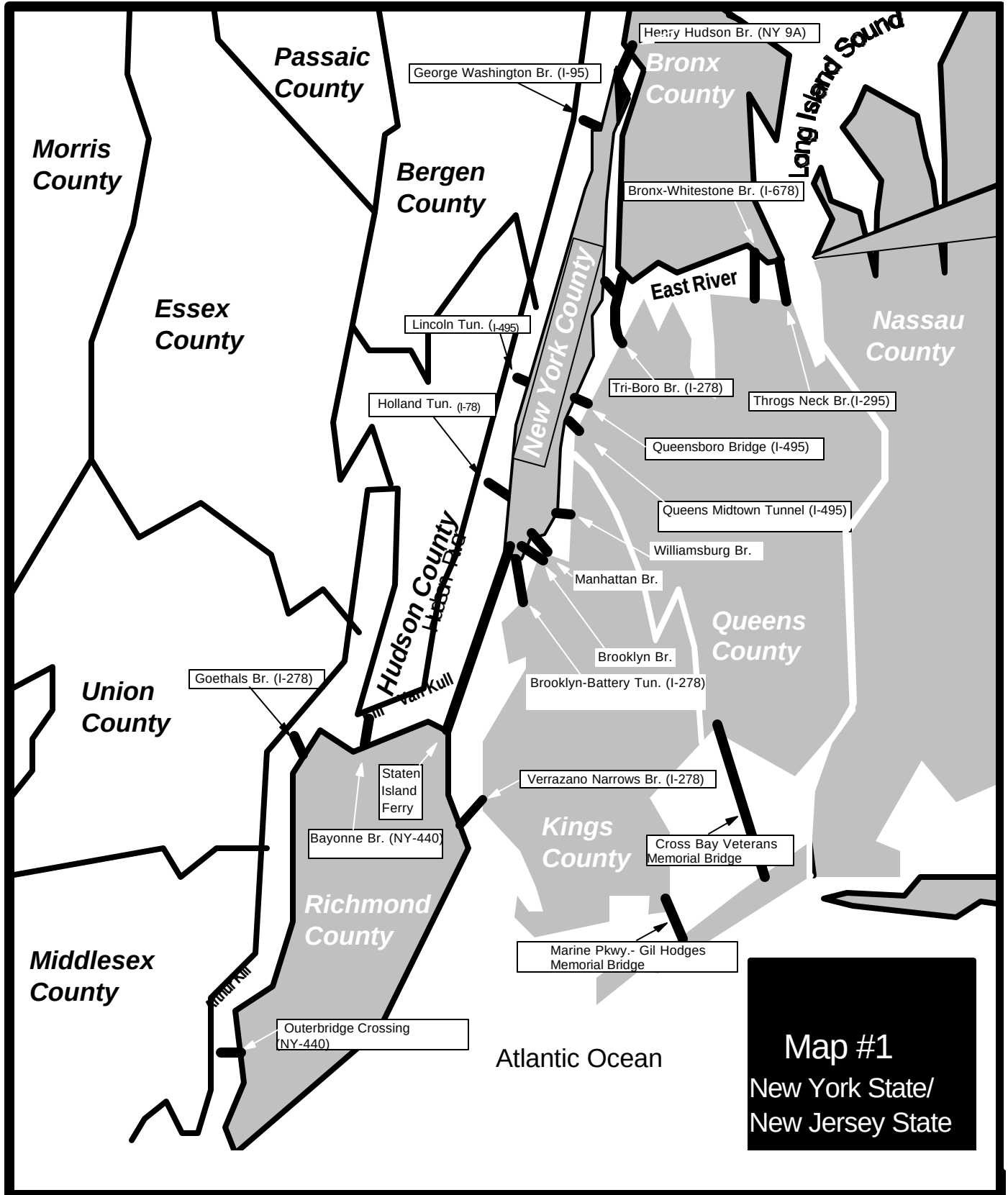
Appendices:

Exhibit A: History of Truck Toll Rates 31-32

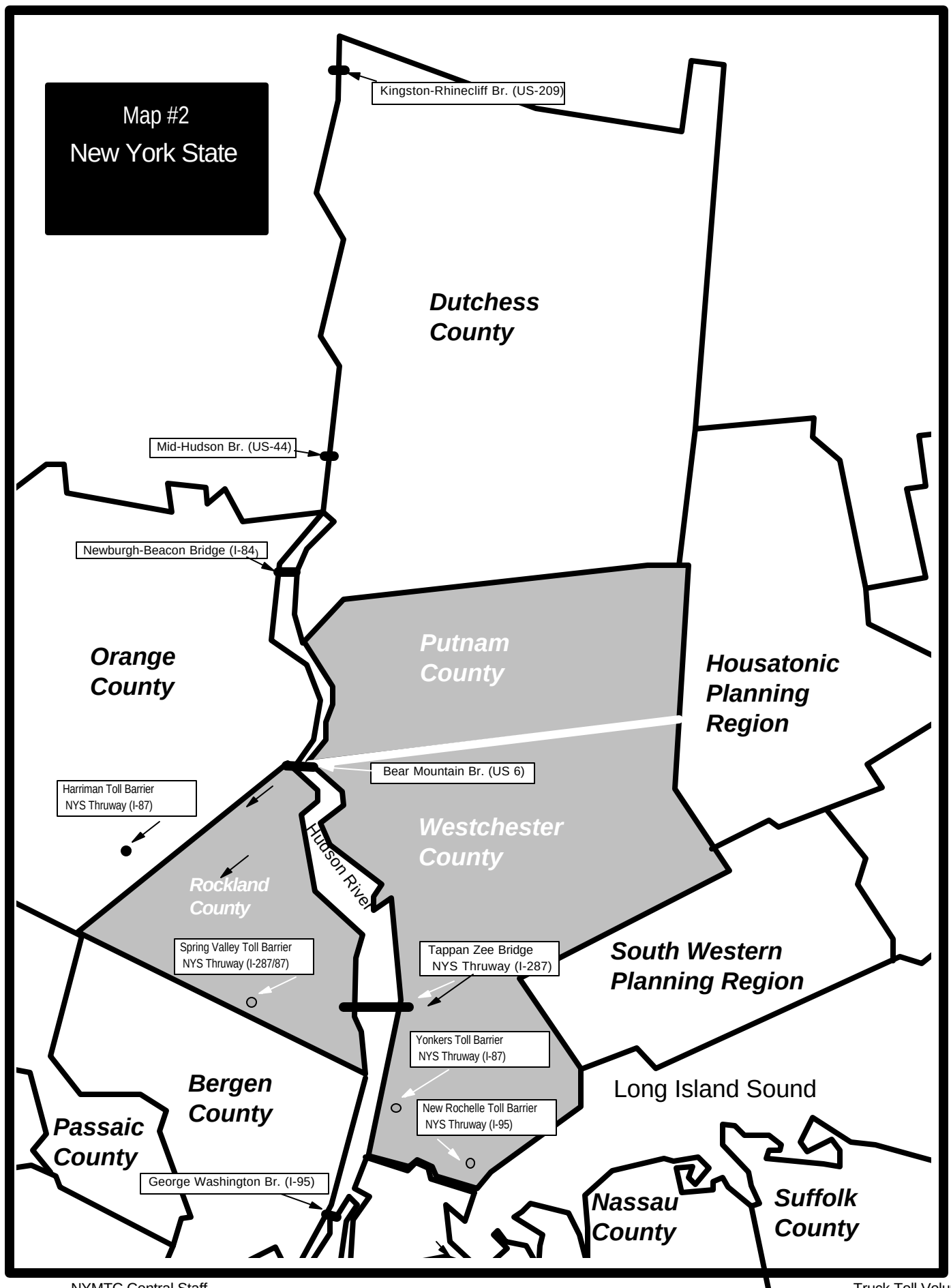
Exhibit B: EZPass Opening Dates 33



Major Motor Vehicle River Crossings



Major Motor Vehicle River Crossings



New York Metropolitan Transportation Council
Central Staff
Technical Notes

March, 2001

Introduction

This annual publication of truck volumes forms an important part of a series of continuing reports that monitors the performance of the New York-New Jersey region, comprising: the five boroughs of New York City, the lower Hudson Valley counties of Putnam, Rockland, and Westchester, Nassau and Suffolk counties on Long Island, also pertinent areas in the states of New Jersey and Connecticut.

The New York Metropolitan Transportation Council (NYMTC), as the Metropolitan Planning Organization (MPO) responsible for coordinating transportation planning and for cooperative decision making is the central agency that provides data related to freight vehicle movements at toll barriers in this ten-county area.

NYMTC collaborates with other public entities, such as the New York State & the New York City Departments of Transportation, the Metropolitan Transportation Authority (MTA), the Port Authority of New York and New Jersey, New Jersey Transit, the North Jersey Transportation Planning Authority, the New York State Department of Environmental Conservation, the Federal Highway Administration, the Federal Transit Administration, and the U.S. Environmental Protection Administration.

This report monitors the truck traffic moving on toll facilities within the region for 1999, and includes a comparison for 1998. The information presented is

derived from several operators with differences in levels of facilities' oversight and management. It is produced to support the planning process of the New York Metropolitan Transportation Council.

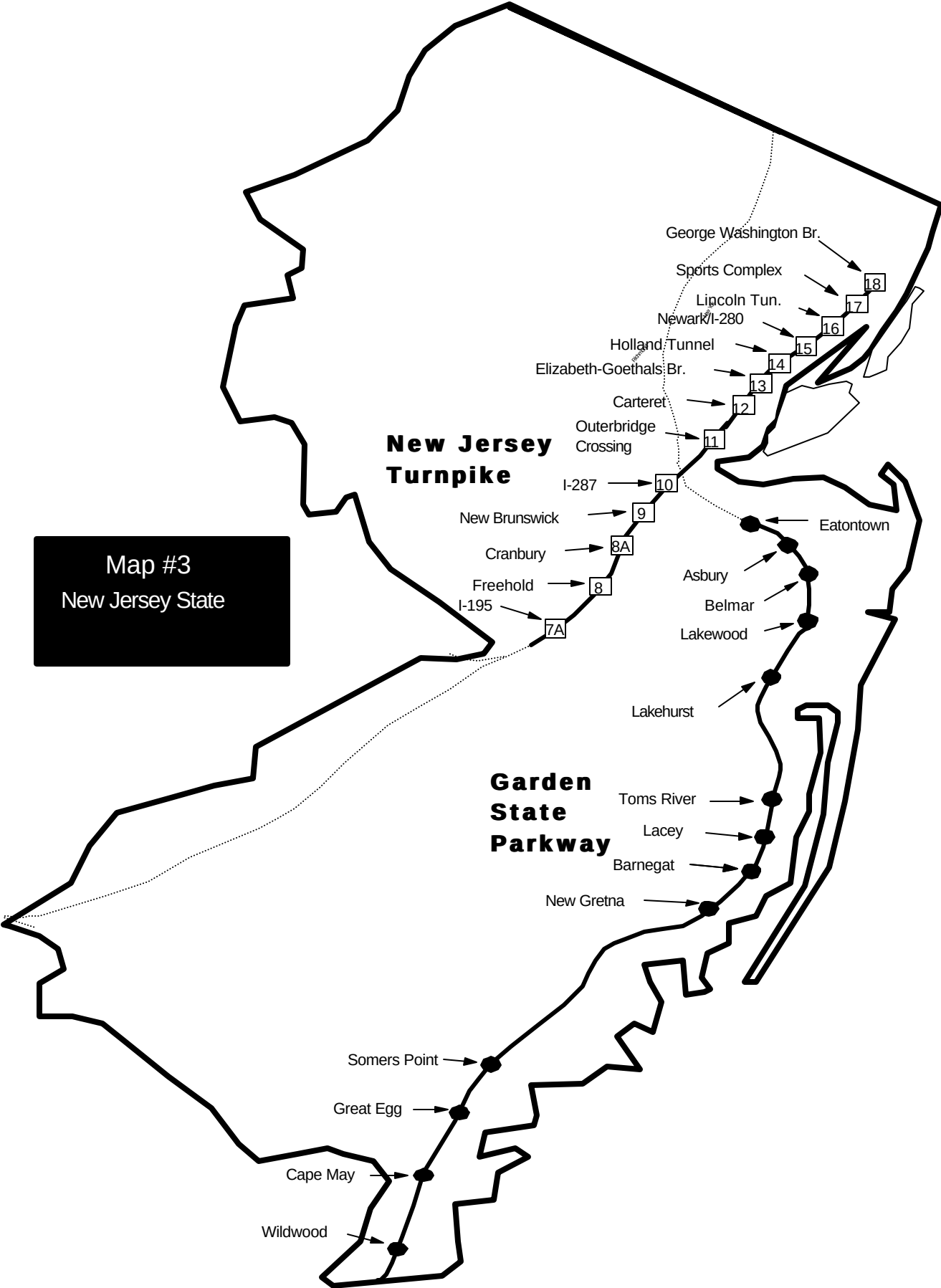
This truck volume data is also used to measure, in part, the performance of the region towards achieving the ***Mobility, Freight Transportation and Regional Decision Making*** goals of the ***Regional Transportation Plan (RTP)***.

Mobility for the Millennium, the ***RTP*** adopted by the Council in 1999, stresses three major themes: to provide adequate ***mobility*** for people and freight by the year 2020; to maximize the transportation system's level of service and to manage demand to the extent possible.

In the area of ***freight transportation***, the emphasis is to minimize the cost and to improve the reliability and safety of freight movement within the region.

Another stated objective is: to enhance the level of cooperation and effective ***regional decision making*** among transportation operators and other agencies in transportation planning, operations and project selection.

Map #3
New Jersey State



Newburgh Beacon Bridge (NBB) were the three most heavily traveled Hudson River facilities in 1998 and 1999. The GWB reported an increase of 0.35 million truck trips, while on the VNB and the NBB, truck trips rose by 0.24 and 0.34 million, respectively, in 1999 over 1998.

Also, in 1999, there was an 8.0% increase from the previous year in truck trips traveling via the two tunnels and three bridges that span the East River. Two of MTA-B&T's facilities-the Triborough Bridge and the Throgs Neck Bridge- contributed more than 50% of the truck trips using the East River's crossings. See Tables 5,10A&B.

Truck traffic over the Arthur Kill & Kill-Van Kull waterways grew from 4.1 million trucks to 4.4 million trucks, or a growth of 5.3%, between 1998 and 1999. Most of this increase is attributed to an outstanding rise (13.7%) in truck trips over the Bayonne Bridge within the same years. See Table 6.

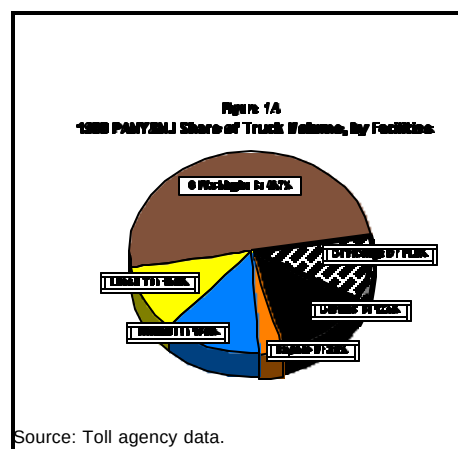
Since major repair work started on the Henry Hudson Bridge's upper level, vehicles transporting materials for doing bridge related improvements are counted as truck traffic. As the construction activity on this Harlem River crossing continued unabated, 67.9% more truck trips were made over this facility by contractor's vehicles at the close of the calendar year 1999, than in 1998. See Table 7 for further details.

There were also higher levels of truck volumes on two of the South Shore's three bridges in 1999 compared to 1998. The Marine Parkway Bridge and the Cross Bay Bridge each reported increases of 16.6% and 12.1%, respectively. The overall gain of 9.1% that was made at the close of this time period was sufficient to nullify the reduction of 8.1% in truck trips on the Atlantic Beach Bridge. See Table 8.

Seasonal Travel: For each successive three-month interval beginning January 1998/1999, Table 2A shows seasonal variations of 6.6%, 4.1%, 4.4% and 5.9%, respectively, in combined truck toll volume on all the toll facilities in the region. These quarterly figures averaged a 5.2% increase by the end of the two-year interval ending December 1999. The table also shows that the number of truck trips for the second, third and fourth quarters hovered around 18 million in 1998 and 19 million in 1999. The exception was the first

quarter, as truck trips lagged behind at 16.0 million in 1998 and 17 million in 1999. However, in this same three months ending March 1998/1999, the percent growth of truck trips was higher than each of the remaining three quarters.

Tolls: No toll increase went into effect during 1999, but, during the year plans were being finalized to install the E-ZPass electronic toll collection system at the toll barriers of the NJTA and the NJHA. Each of the operating agencies allow a discount to EZPass' holders when an account is established. To date, the number of agencies that have implemented the EZPass system since the NYSTA installed this device at their Spring Valley barrier in 1993 remains at four.



Port Authority & NJ

During 1999, truck toll volume through the tunnels under the PANY&NJ's scope of

operations experienced increased truck traffic, with volume rising to 16.4 million, compared to 15.9 million in 1998. The total is 3.6% over prior year's level and is mainly attributed to gains made at the Bayonne (13.7%) the Outerbridge Crossing (8.8%), and to a lesser extent at the George Washington Bridges (4.4%). Two of the three remaining Port Authority's facilities, reported increases in truck trips of less than 1%, but trips fell slightly (0.1%) at the Holland Tunnel in 1999 over 1998. See Table 15 and Figure 2a.

George Washington Bridge: Truck and trailer traffic using the George Washington Bridge continued to grow for the sixth consecutive year to over 4%. Between 1998 and 1999 the volume of trucks using this facility rose from 7.8

million to 8.2 million. These trips represent 49% and 50%, respectively, of the total PANY&NJ truck traffic, consequently it maintained its place as the Port Authority's leading truck route.

Lincoln and Holland Tunnels: While truck volume through the Lincoln Tunnel grew marginally by 0.1% over the 1998/1999 period, it fell by the same rate, 0.1%, for Holland Tunnel. Also, during the first and second quarters

ended March and June 1999, truck trips actually declined through the Lincoln Tunnel to the extent of 3.4% and 1.6%, respectively, but this was offset by a 2.2% and 3.2% increase, respectively, in the following two quarters.

The reverse applies to the Holland Tunnel. A gain of 2.6% and 1.0%, respectively, in truck volume in the first two quarters in 1998/1999 was eroded by a greater loss of 2.7% and 1.2% in the next two quarters.

Staten Island Crossings: The three spans which link Staten Island to the Hudson and Union Counties in New Jersey are the Bayonne Bridge, the Goethals Bridge and the Outerbridge Crossing. These crossings traverse the waterways known as also known as the Arthur Kill & Kill-Van Kull. Bayonne Bridge which connects Staten Island to Hudson County had the lightest truck volume(11%) but the highest increase (13.7%) of the three spans during the 1998/1999 period. The Outerbridge Crossing located at the southern tip of Richmond County recorded an 8.8% increase. Truck traffic on the heavily traveled Goethals Bridge - which links western Richmond to Union County - grew marginally (by less than 1%) in the same time frame due to the drop in truck trips during the second and third quarters of 1998/1999, by 4.0% and 3.3%, respectively.

For each of the three month period of 1998/1999, the rise in truck trips fluctuated on the PANY&NJ facilities by 4.2%, 1.7%, 3.5%, and 4.9%, in chronological order. In contrast, truck volume for each of the four quarters in 1999 fell in the 3.6 million to 4.2 million range. See Figure 2B.

The five-axle truck remained the most popular type of vehicle on four of the Port Authority's six bridges, while the two-axle truck was the most popular vehicle type

going through the Lincoln and Holland Tunnels. These two types of vehicles represent 83% of all trucks using the PANY&NJ facilities in both 1998 and 1999. See Figure 2C.

Tractor trailers (comprising four-axle trucks and over) grew by 4.5% in 1999 over 1998, while three-axle trucks and under, increased by 2.5% over the same period. However, the 36.2% growth in six-axle trucks was the highest increase reported for any single truck type during this time frame, although this class of vehicle has the smallest representation (0.4%) among the other truck types. See Table 15 and Figure 2C.

PANYNJ Toll Structure: Since 1991 round trip tolls on the Port Authorities six facilities are \$4.00 per axle for truck classes 2 through 6. However, subsequent to the implementation of EZPass in 1997, users receive a ten-percent discount per axle. Two-way tolls are collected from eastbound traffic only-since 1970 - therefore truck traffic is doubled to reflect total trips (See Exhibit A.)

Metropolitan Transportation Authority-Bridges & Tunnels

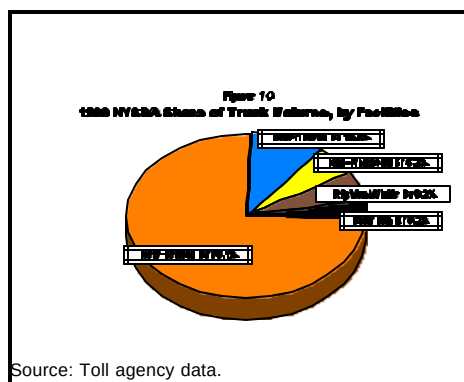
The MTA-B&T handled a record number of truck trips in 1999, 14.9 million trips, compared to 13.8 million trips in 1998. This 8.2% rate of growth netted the agency over 1.1 million new truck trips by December 1999 compared with the previous year. Five of the MTA-B&T's nine facilities showed double digit increases in truck traffic in the same interval. (See Table 16.)

Triborough and Bronx-Whitestone Bridges: Between 1998 and 1999 the number of trucks with seven-axes and larger almost doubled on the Triborough bridge. Meanwhile, there was also a slight reduction of six axle trucks(1.3%) on this facility. In contrast, the Whitestone Bridge experienced a moderate rise (2.9%) in the presence of seven-axe trucks.

Throgs Neck and Verrazano Narrows Bridges: Next to the Verrazano bridge, the Throgs Neck bridge handled the largest share of MTA-B&T total truck traffic in 1999, (22.4%, 23.4%, respectively.) In terms of truck volume increase, however, the Throgs Neck Bridge reported a 5.9% increase compared to a 7.8% on the Verrazano bridge.

Queens Midtown and Brooklyn Battery Tunnels: The number of six-axe trucks through the Battery tunnel rose dramatically from 1,637 to 4,115 (151.4%) in 1999 over 1998. In contrast, there was a slight decline (7.4%) in this type of vehicle through the Queens Midtown tunnel in the same period. (See Table 16.) However, this type of vehicle contributes less than 1% of the total trips using these facilities in both years.

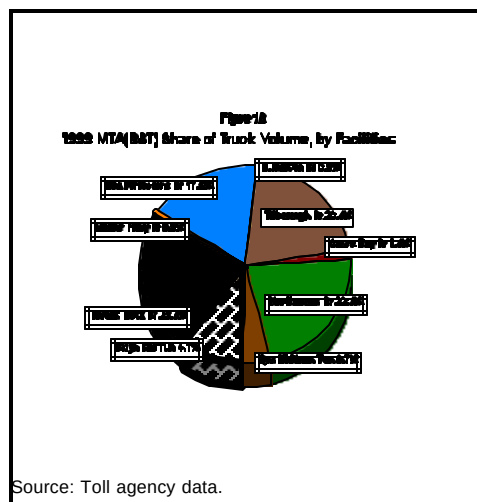
Henry Hudson Bridge: An exception is made for contractor's vehicles to use this facility to do construction work as required. During the 1998/1999 period, there



was a 67.9% increase in contractor's vehicles on this bridge. All classes of trucks were represented, however, two-axe trucks predominate (89%) while four-axe trucks had the largest increase (939%) in 1999 than in 1998. See Figure 3C which shows truck volume by vehicle type.

The two-axe truck was the most common truck type on all the MTA-B&T facilities, with the exception of the Throgs Neck bridge - accounting for a 55% share of this agency's truck traffic in 1999 - a marginal gain of 1% over 1998's

share. However, toll trips made by larger trucks with seven-axes and over increased by 26.1% at the end of 1999 versus 1998. The most heavily traveled quarters in



1998 and 1999 is between July and September, when 3.7 and 3.9 million truck trips, respectively, were made.

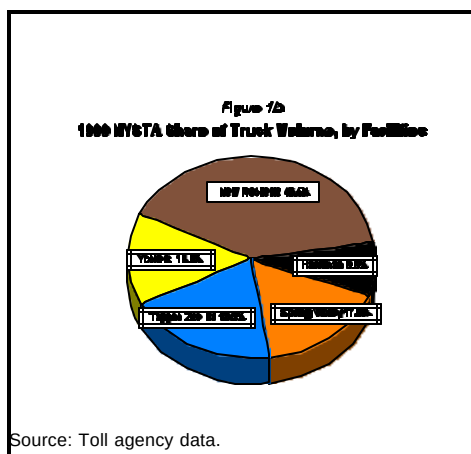
MTA-B&T Toll Structure: Truck tolls are collected two ways at each of the MTA's facilities except for the Verrazano Narrows Bridge, where tolls are collected from westbound traffic only. Round trips are therefore doubled on this facility to reflect total traffic. Since 1996 the standard toll rate is \$3.50 per axle for trucks. (See Figures 3A and B, Table 16 and Exhibit A.)

New York State Bridge Authority

At the tolled Hudson River crossings, there are five bridges operated by the NYSBA. In 1999 there was an increase of 351,604 trucks over the 1998 figure of over 4.0 million trips and represents an overall growth rate of 8.7%. The third,

second and fourth quarters of 1999 were the busiest seasons - in that order - for truck traffic on the NYSBA facilities, each responsible for over 1.1 million truck trips. In addition, the fourth quarter of 1999 had the second highest growth in truck volume, 8.5%, over the corresponding 1998 period. This was increased to a 12.4% growth in the succeeding quarter.

Newburgh-Beacon and Mid-Hudson Bridges: Of the five spans managed by this agency, the Newburgh-Beacon



Bridge recorded an increase of 11.4% in truck trips between 1998 and 1999 and also handled the bulk of the NYSBA truck traffic (73.3% in 1998 and

75.1% in 1999.) Of the four remaining spans the Mid-Hudson Bridge (MHB) placed a distant second with 11.1% and 10.3% market share in 1998 and 1999 respectively. The MHB also reported the lowest increase in truck trips of all the five spans. See Table 17 for details of the NYSBA truck activity for 1998/1999.

Bear Mountain Bridge: There was a marginal growth in truck trips (less than 1%) over this span over the 1998/1999 period. Specifically, there was a decline of 2.1% and 5.6% in the number of small trucks (two and three-axle trucks,) during the period and a surge (14.8% and 6.5%) in (four-axle and over) using this facility. These gains made in the larger type of trucks were sufficient to nullify the decline in the smaller types.

Rip Van Winkle and Kingston-Rhinecliff Bridges: These bridges reported growth in two-axle trucks during the 1998/1999 period but posted losses or low gains in truck trips for the other types of trucks. For both facilities, every quarter experienced an increase in truck traffic except the third quarter ended September 1999, which showed the

Rip Van Winkle Bridge having a loss of 4.0% in truck trips.

NYSBA Vehicle Type: In 1999, five-axle trucks and larger accounted for 60.8% of the total truck traffic on this facility, compared to 58.4% in 1998, of which the Newburgh-Beacon span is credited with 89.5% and 88.5%, respectively, of this total. The next most popular type vehicle were the two-axle truck reporting 29.5% of the truck traffic using the combined facilities of the NYSBA compared with 30.8% in 1998. However, this type of vehicle grew by 4.2%.

NYSBA Toll Structure: In order to produce total truck volume, one-way traffic is doubled for the five Hudson spans. The round trip toll rate, established in 1989, is \$1.50 for trucks having two axles and more than four tires. An extra \$1.00 is charged for each additional axle for two to seven-axle trucks (see Figures 4A, B & C, Tables 1 & 17 and Exhibit A).

New York State Thruway Authority

At the New York State Thruway's five toll barriers, truck volume through these barriers increased by 4.7%. Usage went up from 13.8 million trucks in 1998, to 14.4 million trucks in 1999. On each of the facilities the rise in traffic was around 4.0% excepting through the Spring Valley barrier where a 5.9% increase was reported. See Tables 1 & 18 and Figures 5A, B&C.

Tappan Zee Bridge: In a reversal of the previous year's performance this bridge experienced a resurgence in truck traffic of 3.9% in 1999, compared to a 3.9% drop in 1998. Beginning with the first quarter ended March 1998/1999 truck trips rose at an increasing rate (0.7%, 2.2%, 4.7% and 7.8%) with each succeeding seasons.

New Rochelle and Harriman Barriers: The New Rochelle barrier continues to capture the largest NYSTA truck volume (40.5%) in 1999 as it did with a 40.6% share in 1998. However, except for three and four-axle trucks there was a decline in truck trips for all the other types of trucks. Harriman barrier in Orange County reported the lightest volume (8.6%) of the five NYSTA barriers in this jurisdiction.

Spring Valley Barrier: For two consecutive years after a new toll collection system was put in place at the northbound toll booth at Spring Valley, truck volume fell to a low level. However, in 1998, 346 thousand more truck trips were counted than in the previous year and, in 1999, 137 thousand trucks passed over this barrier.

Yonkers Barrier: For the four quarters in 1998/1999 truck trips climbed steadily from 1.9% to 2.3% and 4.3%, then culminating to 9.4% at the end of the period. The overall gain in truck volume was 4.5%. Most (68.5%) of the trucks using this facility in 1999 represented four and five-axle vehicles, and 68.8%, in the previous year.

The quarterly growth in truck volume during the course of the third and fourth three-month intervals was 11.9% and 14.0%, respectively. This growth followed an increase of under 1.0% that occurred in both the first and second quarters of 1998.

NYSTA reports that five-axle trucks constitute approximately over one-third of all traffic on the Thruway. In 1998 and 1999 these trucks contributed 38.2% and 36.2%, respectively, of total Thruway traffic.

NYSTA Toll Structure: Truck tolls range from \$0.50 to \$1.25 for a two-axle to a seven-axle truck, respectively. Tolls are collected each way at the Yonkers and Harriman barriers but one way for a round trip at the New Rochelle barrier and the Tappan Zee Bridge.

Since July 1997, a variable toll structure aimed at easing congestion was implemented by the NYSTA for commercial EZPass vehicles using the Tappan Zee Bridge during the weekday a.m. peak period, and the Spring Valley toll barriers during the p.m. peak period. Trucks that do not have EZPass pay the higher rates at all times.

A round trip toll of \$3.75 is paid by class 2 trucks traveling southbound over the Tappan Zee Bridge during the off-peak period. For truck classes 3 to 8, the toll increases according to the number of additional axles. A two-way toll is also paid at New Rochelle by traffic going northbound. Since April 1988, the toll charged has been \$1.50 for

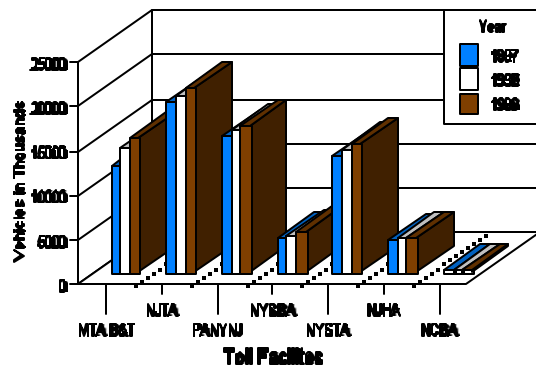
trucks with two axles. See Exhibit A.

New Jersey Highway Authority

Between 1998 and 1999 truck volumes on the Garden State Parkway (GSP) grew by 8.1%, from 2.4 million to 2.6 million trucks, excluding small trucks which weigh 3.5 tons or less. Of the forty-three toll plazas on the GSP, twelve carry

Figure 1

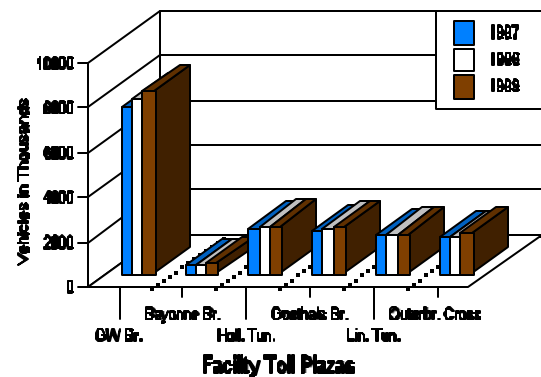
Toll Agency Annual Truck Volumes



Source: Toll agency data.

Figure 2A

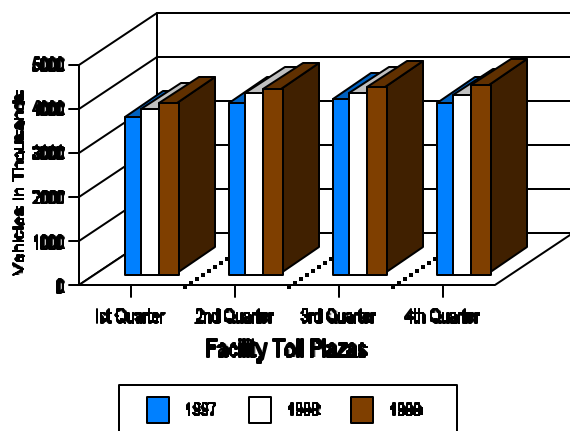
PANYNJ Annual Truck Volumes



Source: Toll agency data.

Figure 2B

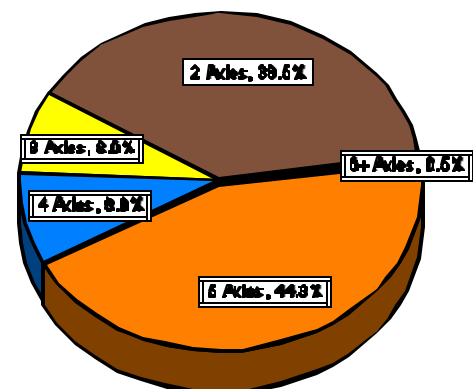
PANYNJ Quarterly Truck Volumes



Source: Toll agency data.

Figure 2C

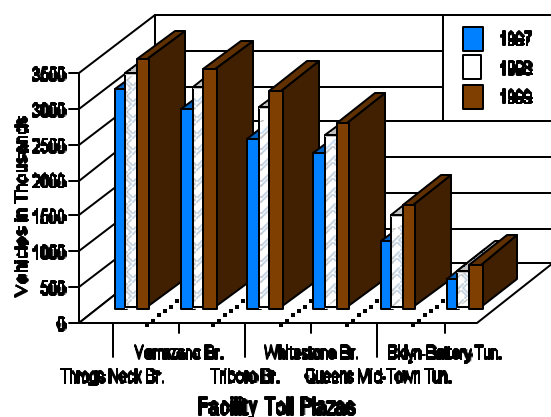
PANYNJ 1999 Truck Volume by Type



Source: Toll agency data.

Figure 3A

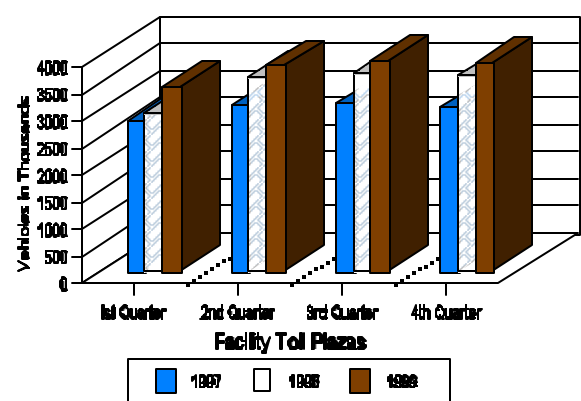
MTA B&T Annual Truck Volumes



Source: Toll agency data.

Figure 3B

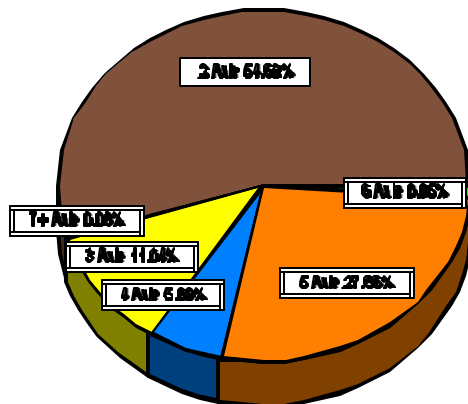
MTA B&T Quarterly Truck Volumes



Source: Toll agency data.

Figure 3C

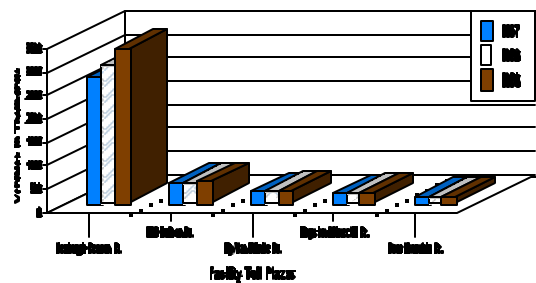
MTA B&T 1999 Truck Volume by Type



Source: Toll agency data.

Figure 4A

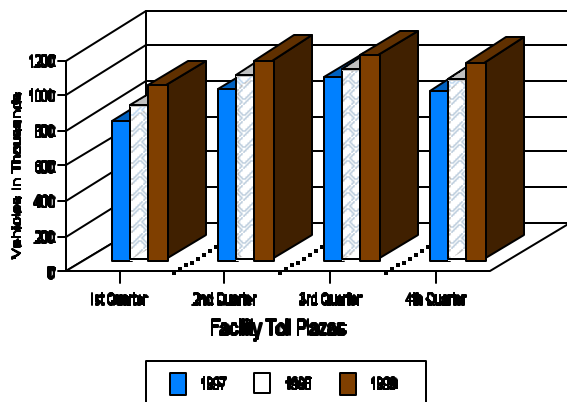
NYSBA Truck Vehicle Volumes



Source: Toll agency data.

Figure 4B

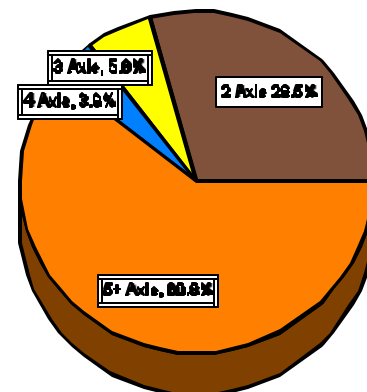
NYSBA Quarterly Truck Volumes



Source: Toll agency data.

Figure 4C

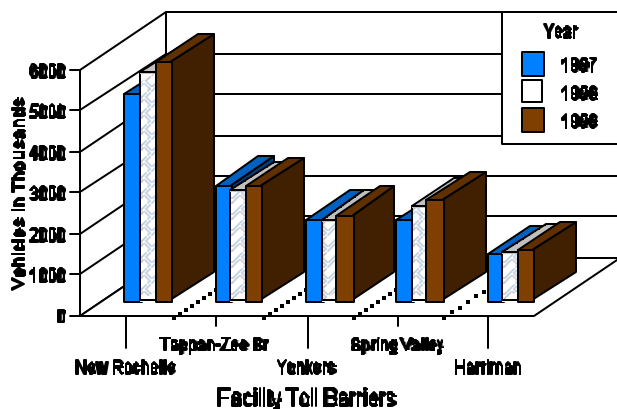
NYSBA 1999 Truck Volumes by Type



Source: Toll agency data.

Figure 5A

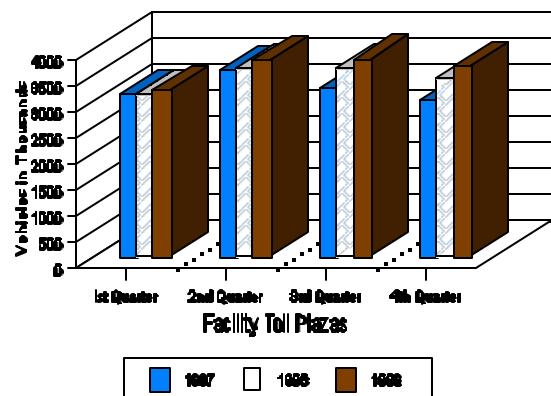
NYSTA Annual Truck Volumes



Source: Toll agency data.

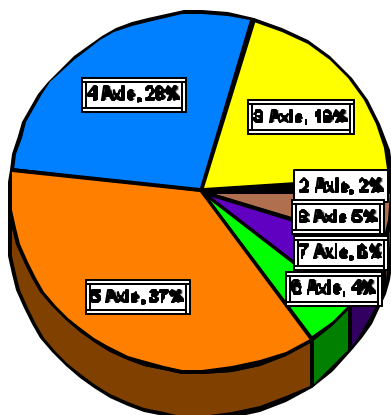
Figure 5B

NYSTA Quarterly Truck Volumes



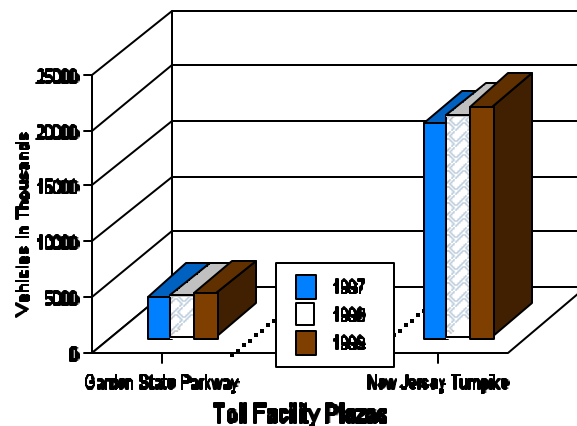
Source: Toll agency data.

Figure 5C
NYSTA 1999 Truck Volume by Type



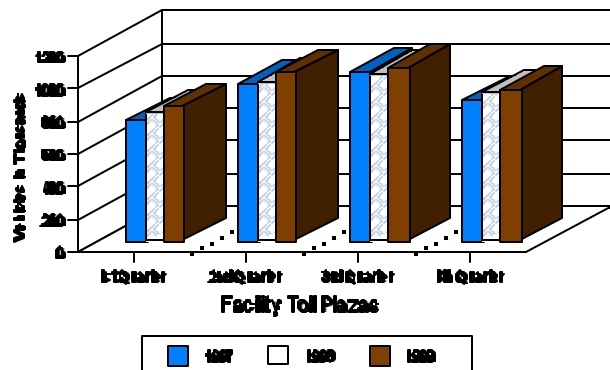
Source: Toll agency data.

Figure 6A
New Jersey Annual Truck Volumes



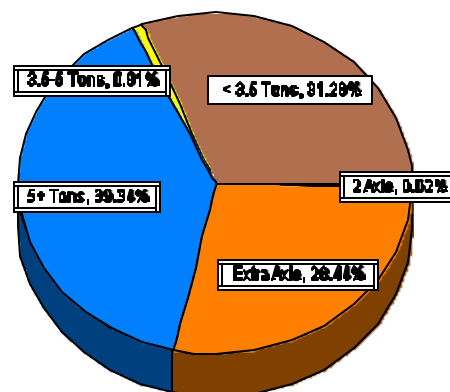
Source: Toll agency data.

Figure 6B
Garden St. Pkwy. Quarterly Truck Volumes



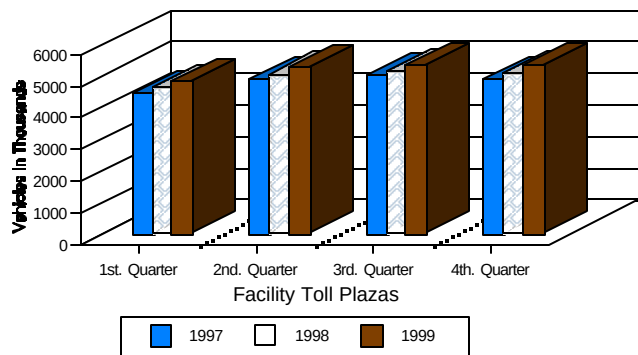
Source: Toll agency data.

Figure 6C
GS Pkwy 1999 Truck Volume by Type



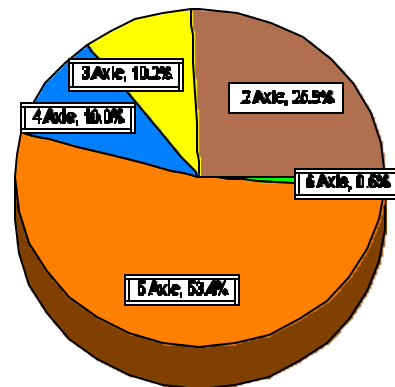
Source: Toll agency data.

Figure 6D
New Jersey Tpke Quarterly Truck Volumes



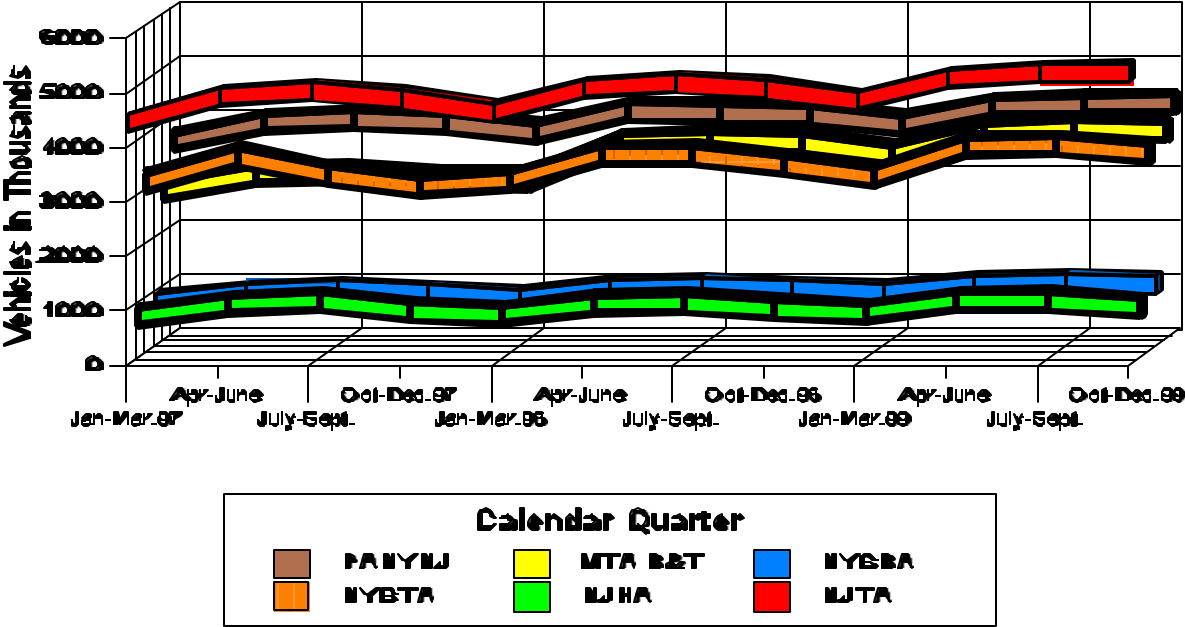
Source: Toll agency data.

Figure 6E
NJ Turnpike 1999 Truck Volume by Type



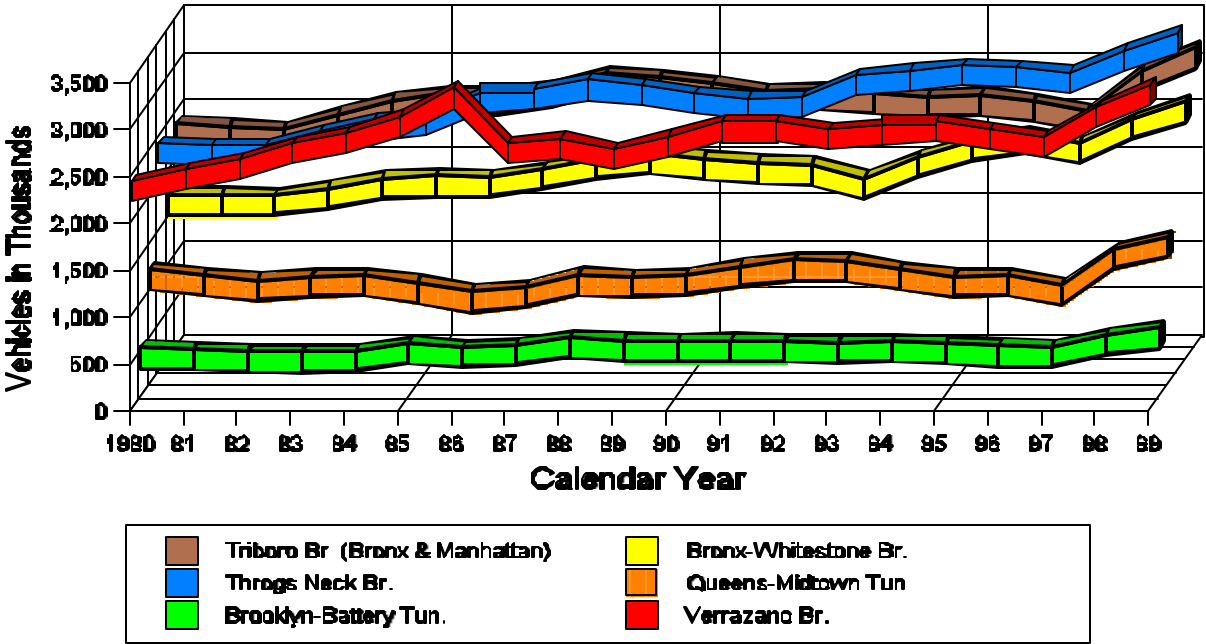
Source: Toll agency data.

Figure 7
NY and NJ Seasonal Truck Toll Volume



Data represents two way traffic.

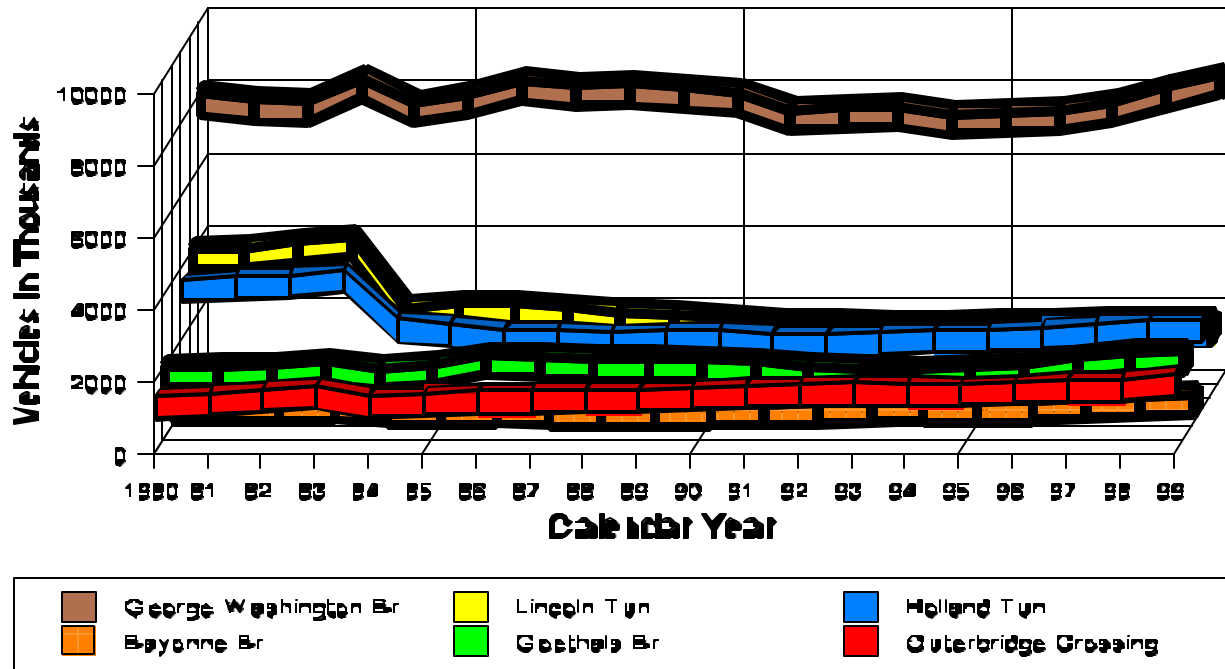
Figure 8
MTA B&T River Crossing Truck Toll Volume Trends



Data represents two way truck traffic.

Figure 9

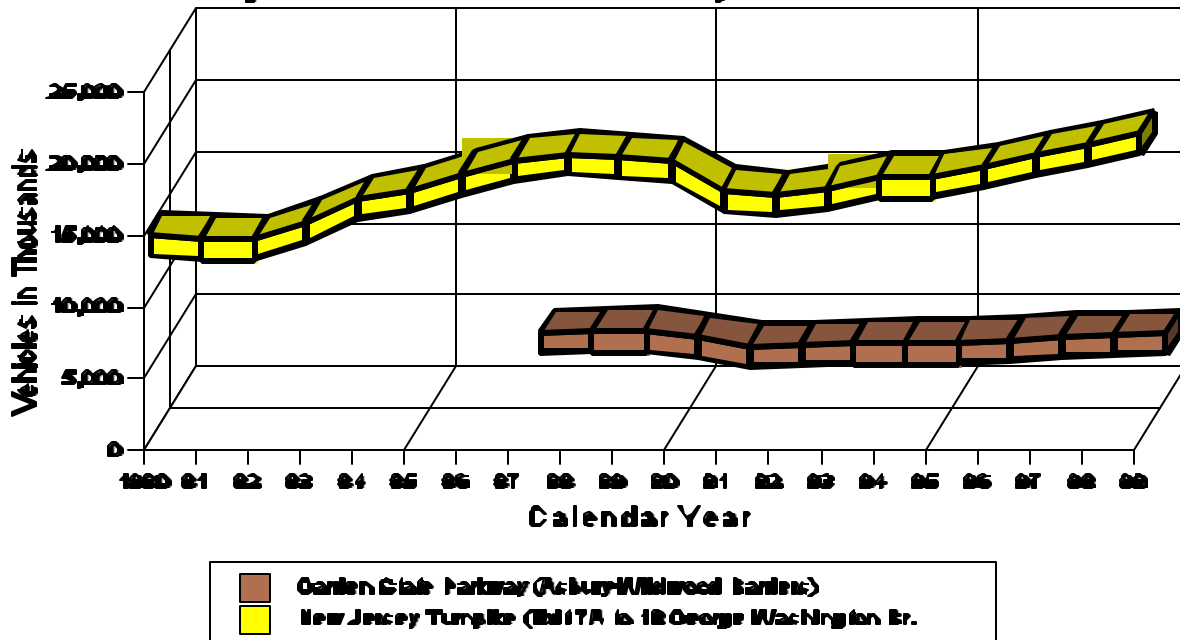
PANYNJ River Crossing Truck Toll Volume Trends



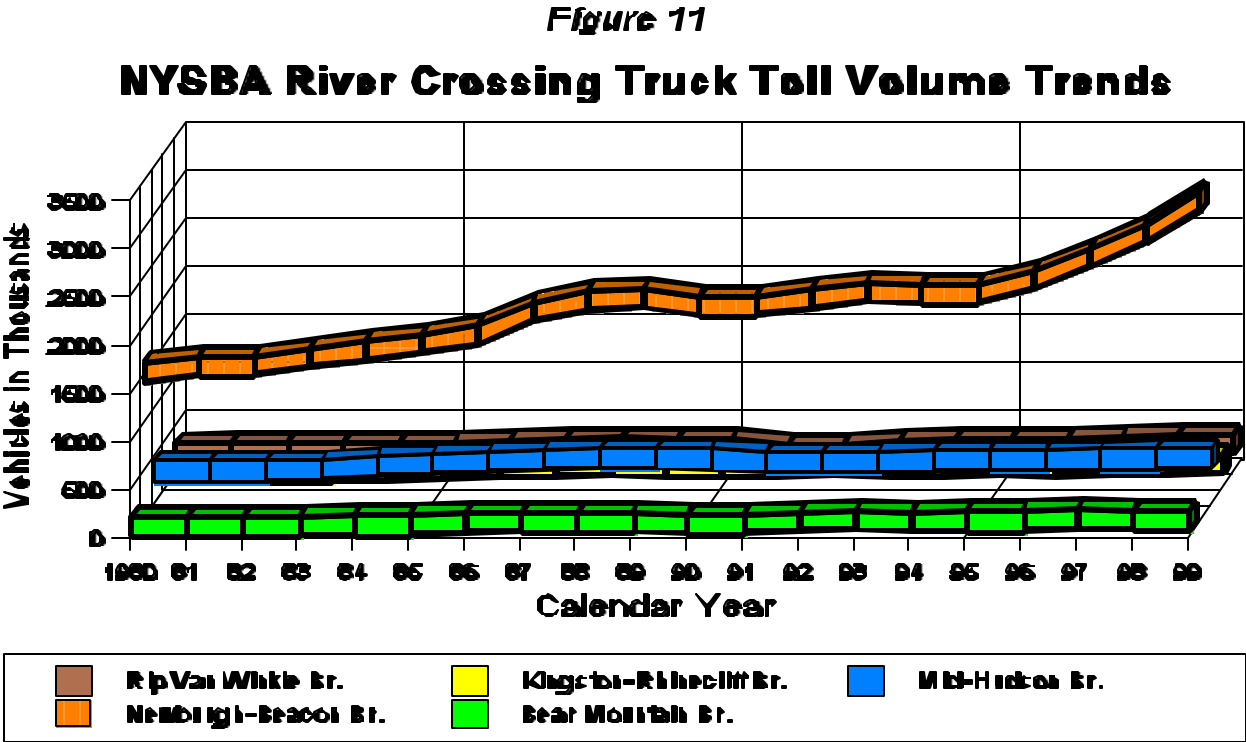
Data represents two way truck traffic.

Figure 10

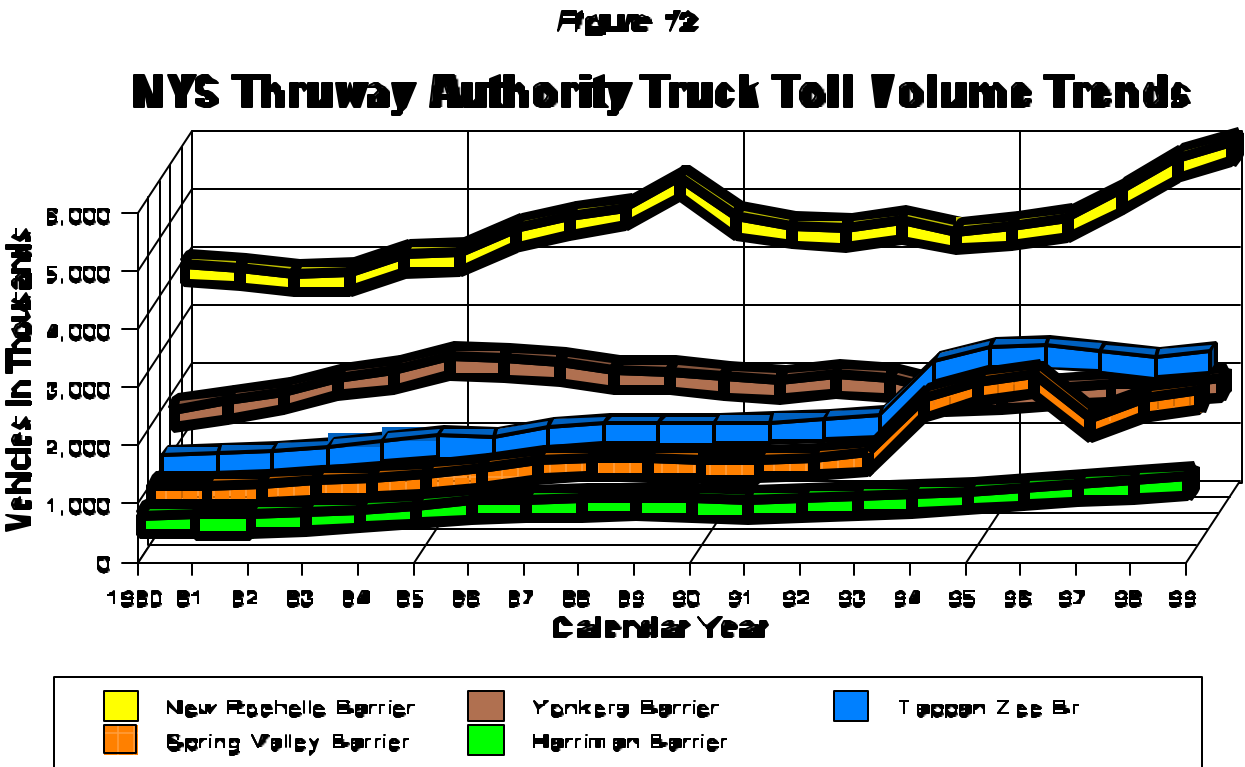
NJ Turnpike and Garden State Pkwy Truck Toll Volume Trends



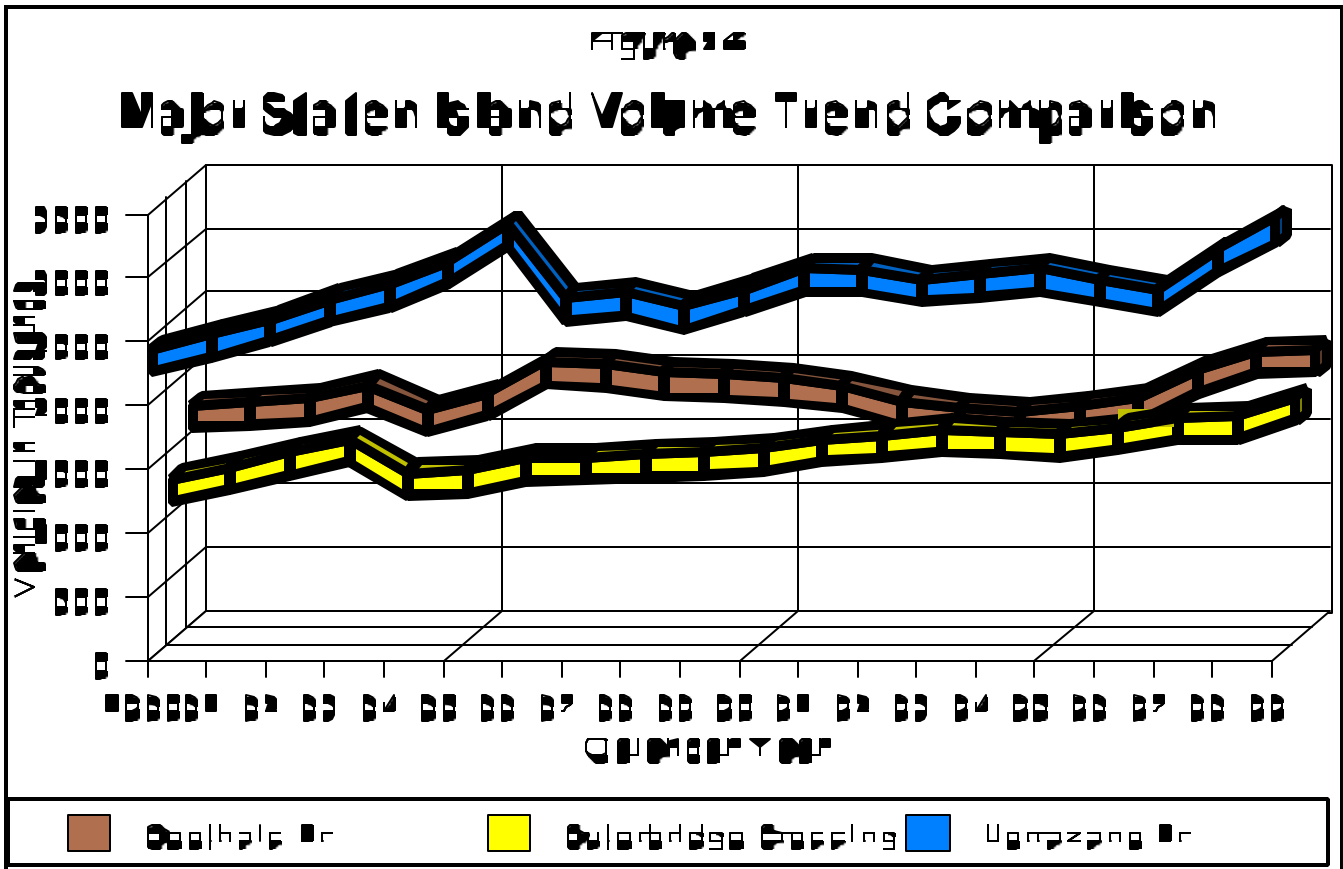
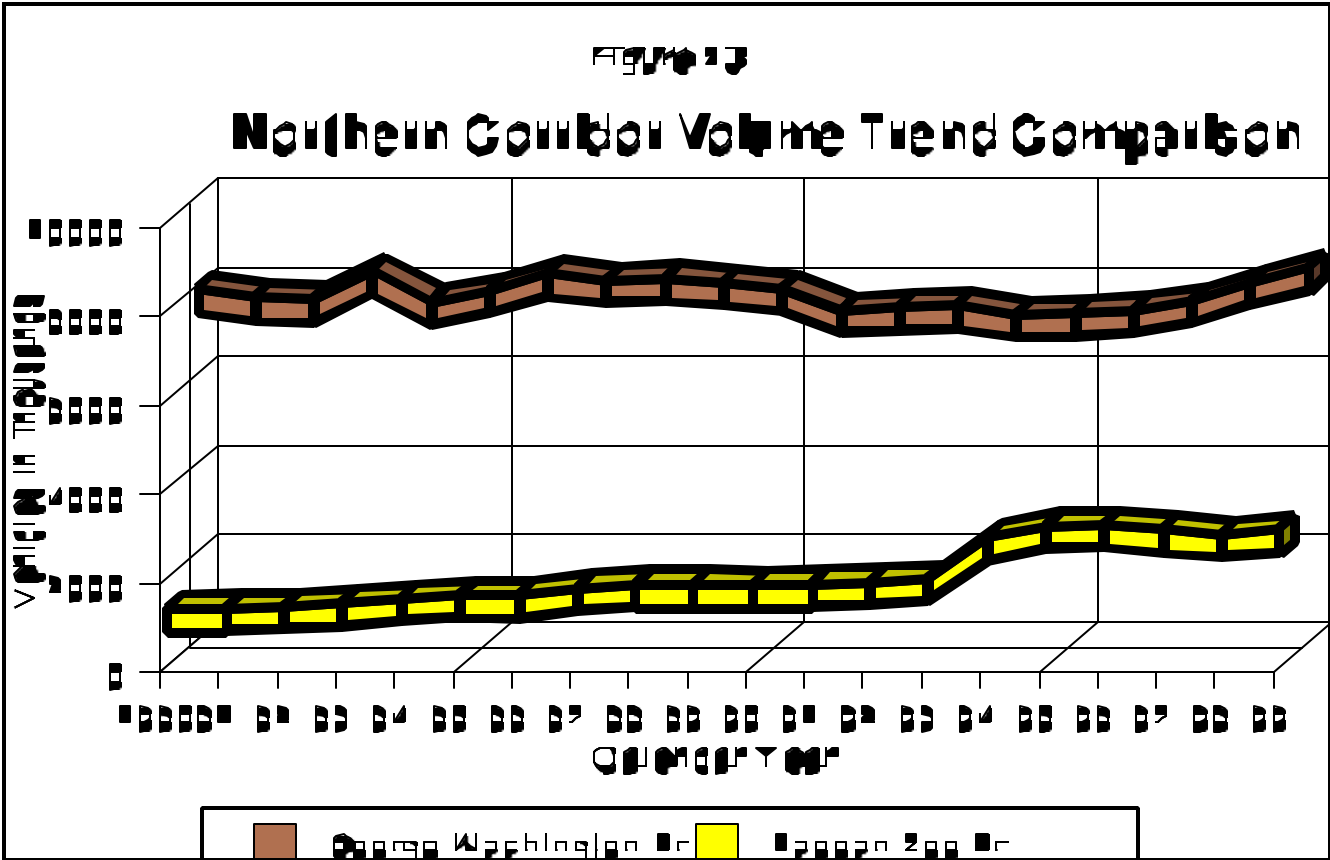
Data represents two way truck traffic.



Data represents two way truck traffic.



Data represents two way traffic.



Annual Vehicle Registrations^ and Employment Data 1985 to 1999

Figure 15

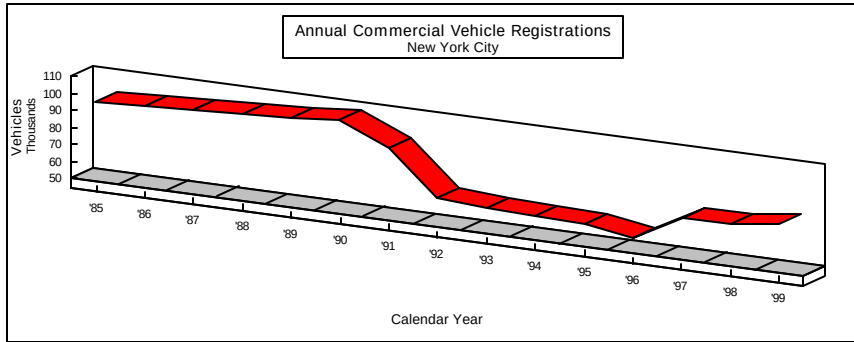


Figure 16

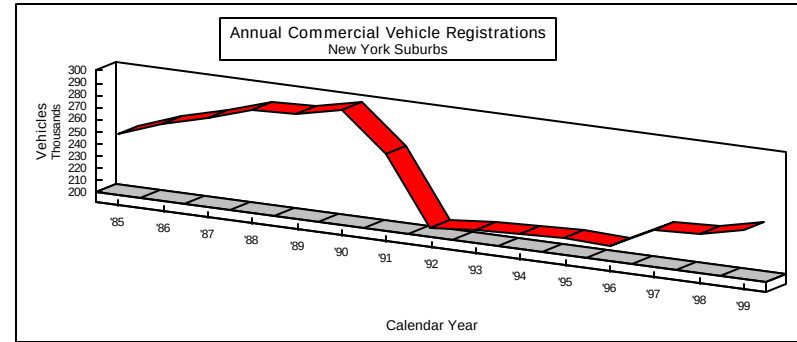


Figure 17

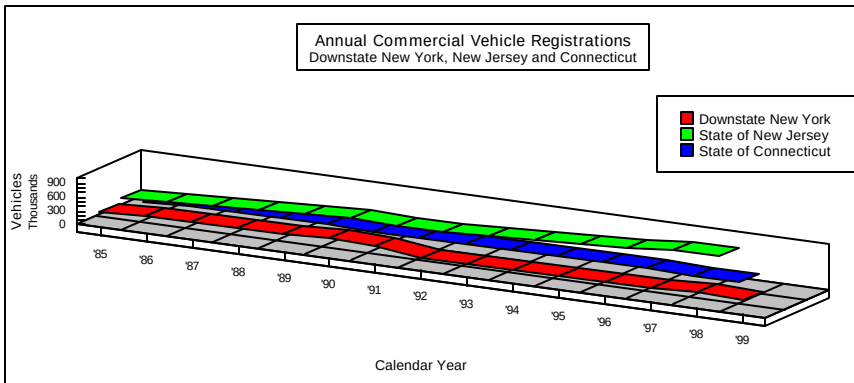


Figure 18

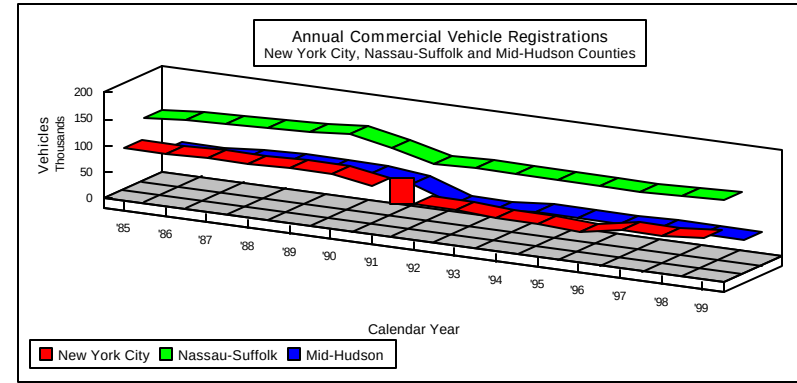


Figure 19

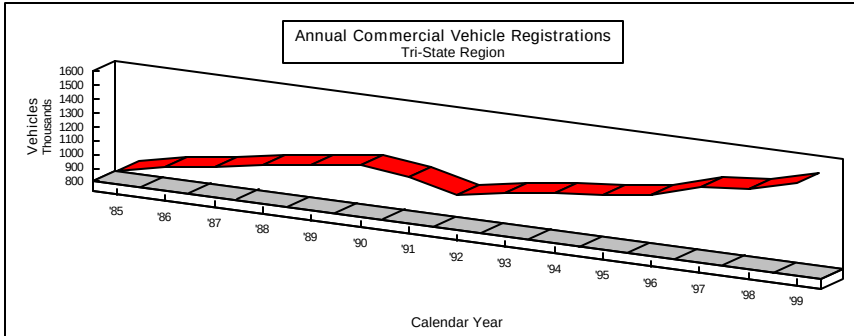
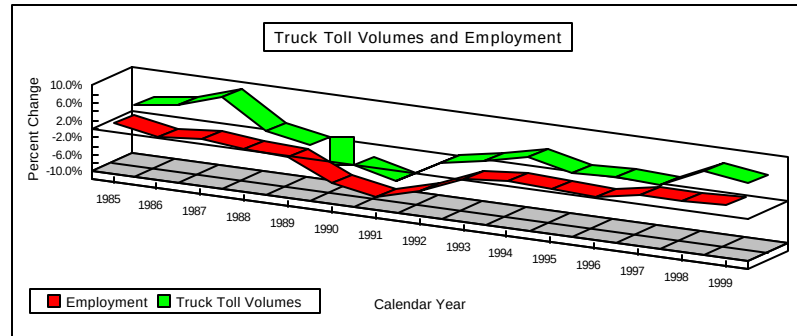


Figure 20



Sources: (1) New York State and Connecticut Departments of Motor Vehicles; R.L. Polk Co. (for New Jersey); (2) Employment data by Urbanomics.

^ See Table 21 footnote relating to vehicle registrations in New York and New Jersey.

Table 1
ANNUAL TRUCK VOLUMES AT SELECTED NEW YORK-NEW JERSEY TOLL FACILITIES

1979 to 1999

OPERATORS / FACILITIES		Route #	(1979)	(1980)	(1981)	(1982)	(1983)	(1984)	(1985)	(1986)	(1987)	(1988)	(1989)	(1990)	(1991)	(1992)	(1993)	(1994)	(1995)	(1996)	(1997)	(1998)	(1999)
			In Thousands																				
(1) Port Authority of NY & NJ:																							
George Washington Bridge		I-95	7,693.6	7,662.2	7,494.4	7,437.0	8,086.2	7,390.2	7,643.4	8,023.0	7,878.4	7,930.6	7,826.0	7,687.4	7,190.0	7,263.6	7,303.2	7,092.4	7,133.1	7,205.7	7,427.2	7,821.6	8,167.2
Lincoln Tunnel		I-495	3,701.2	3,723.8	3,765.2	3,945.0	4,056.8	2,073.8	2,240.0	2,240.6	2,124.0	1,982.2	1,921.0	1,852.8	1,744.4	1,707.0	1,676.6	1,666.8	1,687.4	1,725.1	1,757.5	1,774.3	1,776.2
Holland Tunnel		I-78	3,323.4	3,235.8	3,334.2	3,371.6	3,514.0	2,168.6	2,022.6	1,873.6	1,860.0	1,780.2	1,844.8	1,872.8	1,755.2	1,756.2	1,782.8	1,845.6	1,850.2	1,929.6	2,044.3	2,132.1	2,129.1
Bayonne Bridge		NY-440	333.4	346.8	347.0	362.8	357.2	253.6	253.8	260.0	230.4	229.0	228.0	225.4	196.8	220.8	283.4	304.8	303.3	308.0	375.1	427.4	486.0
Goethals Bridge		I-278	1,664.2	1,621.4	1,643.4	1,675.0	1,783.0	1,586.2	1,716.2	1,966.8	1,944.8	1,881.0	1,866.0	1,836.6	1,776.2	1,657.8	1,607.6	1,565.6	1,622.1	1,674.1	1,894.8	2,044.3	2,057.8
Outerbridge Crossing		NY-440	1,121.2	1,176.8	1,266.2	1,378.2	1,486.0	1,220.6	1,245.2	1,338.8	1,340.4	1,370.2	1,381.8	1,415.0	1,479.0	1,517.8	1,566.6	1,544.6	1,520.7	1,577.0	1,657.1	1,665.3	1,812.1
Total			17,837.0	17,766.8	17,850.4	18,169.6	19,283.2	14,693.0	15,121.2	15,702.8	15,378.0	15,173.2	15,067.6	14,890.0	14,141.6	14,123.2	14,220.2	14,019.8	14,116.8	14,419.5	15,156.0	15,865.0	16,428.4
Net Change				(70.2)	83.6	319.2	1,113.6	(4,590.2)	428.2	581.6	(324.8)	(204.8)	(105.6)	(177.6)	(748.4)	(18.4)	97.0	(200.4)	97.0	302.7	736.5	709.0	563.4
(2) MTA Bridges & Tunnels (two-way):																							
Triboro Bridge (Bronx & Manhattan)		I-278	2,274.8	2,242.9	2,211.7	2,180.5	2,341.5	2,491.7	2,557.6	2,556.7	2,637.5	2,772.6	2,735.2	2,673.1	2,578.6	2,605.7	2,569.0	2,522.4	2,553.6	2,485.9	2,370.2	2,812.4	3,047.2
Bronx Whitestone Bridge		I-678	1,605.3	1,626.7	1,624.4	1,622.0	1,689.8	1,798.2	1,821.0	1,805.5	1,898.4	2,002.7	2,074.2	2,007.8	1,964.5	1,943.7	1,794.1	2,024.5	2,191.7	2,282.6	2,170.5	2,424.0	2,608.4
Throgs Neck Bridge		I-295	2,347.0	2,305.4	2,292.0	2,278.5	2,425.1	2,554.4	2,606.8	2,843.0	2,875.4	2,981.5	2,920.7	2,843.2	2,785.6	2,801.3	3,026.7	3,083.5	3,135.7	3,120.7	3,063.2	3,296.8	3,491.3
Queens Midtown Tunnel		I-495	1,106.8	1,103.4	1,043.4	983.4	1,026.2	1,029.3	959.2	858.4	902.9	1,046.4	1,015.2	1,032.9	1,132.9	1,198.3	1,195.2	1,100.9	1,024.8	1,043.0	930.0	1,306.5	1,441.7
Brooklyn Battery Tunnel		I-478	418.2	396.6	379.8	362.9	354.0	362.8	443.3	412.0	432.4	509.3	477.3	467.9	480.6	470.6	457.2	475.9	455.0	418.1	408.5	526.2	609.4
Verrazano Bridge		I-278	2,244.2	2,317.3	2,434.3	2,551.3	2,713.2	2,830.2	3,003.2	3,305.6	2,717.9	2,767.0	2,655.8	2,790.0	2,949.1	2,947.2	2,865.0	2,907.3	2,951.5	2,865.9	2,786.4	3,103.2	3,344.6
Henry Hudson Bridge		***		0.2	0.2	0.2	0.3	0.4	0.4	0.6	0.4	0.2	0.5	0.8	1.8	1.8	1.0	2.8	4.6	5.6	11.5	22.8	38.2
Marine Parkway Bridge		***		84.8	75.8	66.8	83.4	92.0	102.1	124.6	132.6	132.7	138.1	124.2	109.8	112.3	109.8	107.9	104.5	100.3	91.3	111.9	130.4
Cross Bay Bridge		***		146.1	128.1	110.1	137.6	150.5	147.0	160.6	155.1	127.7	159.4	175.7	170.9	164.8	147.7	144.9	150.3	153.0	147.5	191.1	214.2
Total			9,996.3	10,223.4	10,189.6	10,155.7	10,771.1	11,309.5	11,640.6	12,067.0	11,752.6	12,340.1	12,176.4	12,115.6	12,173.8	12,245.7	12,165.7	12,370.1	12,571.7	12,475.1	11,979.1	13,794.9	14,925.4
Net Change					(33.9)	(33.8)	615.4	538.4	331.1	426.4	(314.4)	587.5	(163.7)	(60.8)	58.2	71.9	(80.0)	204.4	201.6	(96.6)	(496.0)	1,815.8	1,130.5
(3) NY State Bridge Authority (two-way):																							
Rip Van Winkle Bridge		NY-23	193.7	176.4	183.5	183.5	190.5	191.6	184.9	212.8	227.6	240.6	236.4	225.1	159.1	156.4	206.1	229.4	228.6	236.9	244.8	267.2	271.4
Kingston Rhinecliff Bridge		US-209	167.8	146.5	147.2	147.2	147.8	156.1	165.7	183.7	201.3	224.3	201.4	187.6	201.0	207.6	195.1	200.3	204.4	193.5	205.5	219.3	228.6
Mid Hudson Bridge		US-44	312.4	319.2	325.4	325.4	331.5	372.3	393.8	417.4	434.9	455.3	460.8	443.9	411.1	408.7	410.4	424.5	428.7	434.4	442.1	450.2	451.1
Newburgh Beacon Bridge		I-84	1,537.1	1,501.5	1,578.6	1,578.6	1,655.6	1,731.1	1,801.5	1,898.4	2,134.4	2,256.4	2,284.1	2,198.4	2,208.9	2,273.9	2,340.5	2,323.7	2,323.7	2,471.2	2,696.7	2,956.2	3,292.7
Bear Mountain Bridge		US-6	77.2	77.4	79.5	79.5	81.6	85.0	87.8	106.1	124.1	124.7	123.4	94.6	96.4	113.8	138.4	120.5	132.8	127.8	148.0	141.6	142.3
Total			2,288.2	2,221.0	2,314.0	2,314.0	2,407.0	2,536.1	2,633.7	2,818.4	3,122.3	3,301.3	3,306.1	3,149.6	3,076.5	3,160.4	3,290.5	3,298.4	3,318.2	3,463.8	3,737.1	4,034.5	4,386.1
Net Change				(67.2)	93.0	0.0	93.0	129.1	97.6	184.7	303.9	179.0	4.8	(156.5)	(73.1)	83.9	130.1	7.9	19.8	145.6	273.3	297.4	351.6
(4) New York State Thruway Authority:																							
New Rochelle Barrier (round trip)		I-95	3,898.3	3,771.1	3,710.2	3,599.9	3,614.9	3,933.6	3,965.3	4,376.3	4,591.5	4,735.9	5,257.0	4,585.0	4,429.4	4,370.8	4,508.3	4,325.9	4,419.3	4,546.4	5,044.4	5,593.2	5,850.5
Yonkers Barrier		I-87	1,562.4	1,552.2	1,691.6	1,851.0	2,097.2	2,224.1	2,459.9	2,433.3	2,351.9	2,219.6	2,205.9	2,124.7	2,058.9	2,147.1	2,078.0	1,831.3	1,889.1	1,926.8	1,990.2	1,991.7	2,081.4
Tappan Zee Bridge (round trip)		I-287	1,042.6	1,027.0	1,052.8	1,077.2	1,157.2	1,262.4	1,352.6	1,338.8	1,498.2	1,589.0	1,588.4	1,573.3	1,590.9	1,635.1	1,716.8	2,645.6	2,899.0	2,923.7	2,820.1	2,710.4	2,815.2
Spring Valley (round trip since 7/15/97)		I-287/87	809.1	802.7	802.6	827.1	882.5	935.2	1,004.4	1,081.9	1,229.2	1,286.4	1,266.0	1,251.0	1,252.5	1,282.6	1,369.4	2,296.7	2,576.7	2,703.7	1,966.8	2,312.7	2,449.8
Harriman		I-87	596.7	575.8	585.4	587.6	618.0	671.0	743.7	815.3	845.6	872.5	879.6	867.0	833.6	866.2	889.7	929.9	985.5	1,049.2	1,123.2	1,180.3	1,236.3
Total			7,909.1	7,728.8	7,842.6	7,942.8	8,369.8	9,026.3	9,525.9	10,045.6	10,516.4	10,703.4	11,196.9	10,401.0	10,165.3	10,301.8	10,562.2	12,029.4	12,769.6	13,149.8	12,944.7	13,788.3	14,433.2
Net Change				(180.3)	113.8	100.2	427.0	656.5	499.6	519.7	470.8	187.0	493.5	(795.9)	(235.7)	136.5	260.4	1,467.2	740.2	380.2	(205.1)	843.6	644.9
(5) New Jersey Highway Authority:																							
Garden State Parkway - Total			**	**	**	**	**	**	**	**	3,807.4	3,907.0	4,003.1	3,515.0	2,911.7	2,933.8	3,075.6	3,194.2	3,191.9	3,387.9	3,596.3	3,683.3	3,838.3
Net Change											99.6	96.1	(488.1)	(603.3)	22.1	141.8	118.6	(2.3)	196.0	208.4	87.0	155.0	
(6) New Jersey Turnpike Authority:																							
New Jersey Turnpike - Total		I-95	14,171.4	13,558.0	13,341.6	13,310.1	14,446.2	16,066.6	16,702.2	17,831.2	18,823.3	19,262.8	19,038.3	18,706.1	16,688.0	16,376.6	16,877.5	17,671.7	17,704.7	18,347.4	19,187.0	19,853.7	20,720.5
Net Change				(613.4)	(216.4)	(31.5)	1,136.1	1,620.4	635.6	1,129.0	992.1	439.5	(224.5)	(332.2)	(2,018.1)	(311.4)	500.9	794.2	33.0	642.7	839.6	666.7	866.8
(7) Nassau County Bridge Authority:																							
Atlantic Beach Bridge - Total			51.8	48.8	51.9	49.3	47.9	54.1	57.6	66.4	56.7	54.4	53.7	52.5	49.1	50.5	49.4	48.7	104.6	112.0	84.8	82.3	75.6
Net Change				(3.0)	3.1	(2.6)	(1.4)	6.2	3.5	8.8	(9.7)	(2.3)	(0.7)	(1.2)	(3.4)	1.4	(1.1)	(0.7)	55.9	7.4	(27.2)	(2.5)	(6.7)
Total Region			52,254	51,546.8	51,590.1	51,941.5	55,325.2	53,685.6	55,681.2	58,531.4	63,456.7	64,742.2	64,842.1	62,829.8	59,206.0	59,192.0	60,241.1	62,632.3	63,777.5	65,355.5	66,685.0	71,102.0	74,807.5
Net Change				(707.0)	43.2	351.4	3,383.7	(1,639.6)	1,995.6	2,850.2	4,925.3	1,285.5	99.9	(2,012.3)	(3,623.8)	(14.0)	1,049.1	2,391.2	1,145.2	1,578.0	1,329.5	4,417.0	3,705.5
(Percent change)				-1.4%	0.1%	0.7%	6.5%	-3.0%	3.7%	5.1%	8.4%	2.0%	0.2%	-3.1%	-5.8%	-0.0%	1.8%	4.0%	1.8%	2.5%	2.0%	6.6%	5.2%

Table 2A

CHANGES IN ANNUAL TRUCK TRAFFIC*, By Quarters

1998 - 1999

In Thousands

	First Quarter		% change 1998/1999	Second Quarter		% change 1998/1999	Third Quarter		% change 1998/1999	Fourth Quarter		% change 1998/1999	Total		% change 1998/1999
	1998	1999		1998	1999		1998	1999		1998	1999		1998	1999	
OPERATORS															
Port Authority of NY&NJ	3,693.8	3,848.0	4.2%	4,079.5	4,149.4	1.7%	4,063.2	4,203.8	3.5%	4,028.5	4,227.2	4.9%	15,865.0	16,428.4	3.6%
MTA (Bridges & Tunnels)	2,919.8	3,396.3	16.3%	3,601.2	3,798.9	5.5%	3,661.1	3,880.0	6.0%	3,612.6	3,850.2	6.6%	13,794.7	14,925.4	8.2%
NYS Bridge Authority	875.5	983.9	12.4%	1,046.3	1,129.5	8.0%	1,084.5	1,157.2	6.7%	1,028.2	1,115.5	8.5%	4,034.5	4,386.1	8.7%
NYS Thruway Authority***	3,125.9	3,212.2	2.8%	3,605.4	3,762.4	4.4%	3,627.2	3,796.7	4.7%	3,429.8	3,661.9	6.8%	13,788.3	14,433.2	4.7%
NJHA(Garden State Pkwy)	782.0	819.0	4.7%	973.6	1,033.3	6.1%	1,022.1	1,058.9	3.6%	905.6	927.1	2.4%	3,683.3	3,838.3	4.2%
NJTA(New Jersey Turnpike)	4,612.0	4,813.3	4.4%	5,034.8	5,229.7	3.9%	5,149.6	5,334.4	3.6%	5,057.2	5,343.1	5.7%	19,853.6	20,720.5	4.4%
Nassau Cty Bridge Authority	17.3	16.3	-5.8%	22.2	21.3	-4.1%	23.8	18.8	-21.0%	19.0	19.2	1.1%	82.3	75.6	-8.1%
Total	16,026.3	17,089.0	6.6%	18,363.0	19,124.5	4.1%	18,631.5	19,449.8	4.4%	18,080.9	19,144.2	5.9%	71,101.7	74,807.5	5.2%

Table 2B

OPERATING AGENCIES' TRUCK SHARE, By Types

In Percent

VEHICLE TYPES	PANYNJ		MTA(B&T)		NYSBA**		NYSTA***		NJHA(GSP)		NJTA(NJTpke)		NCBA		Highest
	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	1998	1999	Volume****
Two-axle	39.0	38.4	53.9	54.7	30.8	29.5	1.9	1.7	33.8	31.3	26.0	25.8	42.3	31.9	MTA(B&T)
Three-axle	7.9	8.0	11.7	11.0	6.5	5.8	17.3	19.0	0.0	0.0	10.3	10.2	46.6	55.9	NYSTA
Four-axle	8.6	8.8	6.1	5.7	4.3	3.9	27.3	27.5	0.7	0.9	10.2	10.0	11.1	12.2	NYSTA
Five-axle	44.1	44.3	27.4	27.7	58.4	60.8	38.2	36.8	38.6	39.4	52.9	53.4	0.0	0.0	NJTA
Six-axle & over	0.4	0.5	0.9	0.9	0.0	0.0	15.3	15.0	26.9	28.4	0.6	0.6	0.0	0.0	NJHA
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

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

** 5-axle category includes larger trucks.

*** Buses included in commercial Traffic.

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

TABLE 3 (A)

OPERATING AGENCIES' SHARE OF TRUCK TRAFFIC* - 1998*In Thousands*

OPERATORS	First Quarter 1998 % share		Second Quarter 1998 % share		Third Quarter 1998 % share		Fourth Quarter 1998 % share		Total 1998 % share	
Port Authority of NY & NJ	3,693.8	23.0%	4,079.5	22.2%	4,063.2	21.8%	4,028.5	22.3%	15,865.0	22.3%
MTA (Bridges &Tunnels)	2,919.8	18.2%	3,601.2	19.6%	3,661.1	19.7%	3,612.6	20.0%	13,794.7	19.4%
NYS Bridge Authority	875.5	5.5%	1,046.3	5.7%	1,084.5	5.8%	1,028.2	5.7%	4,034.5	5.7%
NYS Thruway Authority**	3,125.9	19.5%	3,605.4	19.6%	3,627.2	19.5%	3,429.8	19.0%	13,788.3	19.4%
NJ Highway Authority (GSP)	782.0	4.9%	973.6	5.3%	1,022.1	5.5%	905.6	5.0%	3,683.3	5.2%
NJ Turnpike Authority (NJTpke)	4,612.0	28.8%	5,034.8	27.4%	5,149.6	27.6%	5,057.2	28.0%	19,853.6	27.9%
Nassau County Bridge Authority	17.3	0.1%	22.2	0.1%	23.8	0.1%	19.0	0.1%	82.3	0.1%
Total	16,026.3	100.0%	18,363.0	100.0%	18,631.5	100.0%	18,080.9	100.0%	71,101.7	100.0%

TABLE 3 (B)

OPERATING AGENCIES' SHARE OF TRUCK TRAFFIC* - 1999*In Thousands*

OPERATORS	First Quarter 1999 % share		Second Quarter 1999 % share		Third Quarter 1999 % share		Fourth Quarter 1999 % share		Total 1999 % share	
Port Authority of NY & NJ	3,848.0	22.5%	4,149.4	21.7%	4,203.8	21.6%	4,227.2	22.1%	16,428.4	22.0%
MTA (Bridges &Tunnels)	3,396.3	19.9%	3,798.9	19.9%	3,879.9	19.9%	3,850.3	20.1%	14,925.4	20.0%
NYS Bridge Authority	983.9	5.8%	1,129.5	5.9%	1,157.2	5.9%	1,115.5	5.8%	4,386.1	5.9%
NYS Thruway Authority**	3,212.2	18.8%	3,762.4	19.7%	3,796.7	19.5%	3,661.9	19.1%	14,433.2	19.3%
NJ Highway Authority (GSP)	819.0	4.8%	1,033.3	5.4%	1,058.9	5.4%	927.1	4.8%	3,838.3	5.1%
NJ Turnpike Authority (NJTpke)	4,813.3	28.2%	5,229.7	27.3%	5,334.4	27.4%	5,343.1	27.9%	20,720.5	27.7%
Nassau County Bridge Authority	16.3	0.1%	21.3	0.1%	18.7	0.1%	19.3	0.1%	75.6	0.1%
Total	17,089.0	100.0%	19,124.5	100.0%	19,449.6	100.0%	19,144.4	100.0%	74,807.5	100.0%

Source: Operating Agencies' Monthly Reports

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

Table 4
QUARTERLY ANALYSIS OF HUDSON RIVER TRUCK TRAFFIC *
1998 vs. 1999

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999 % change
Rip Van Winkle Bridge	53,454	58,584	9.6%	70,042	71,810	2.5%	74,216	71,254	-4.0%	69,516	69,768	0.4%	267,228	271,416 1.6%
Kingston-Rhinecliff Bridge	43,190	45,788	6.0%	56,532	59,942	6.0%	62,090	62,980	1.4%	57,484	59,882	4.2%	219,296	228,592 4.2%
Mid-Hudson Bridge	101,382	99,330	-2.0%	117,794	116,658	-1.0%	118,924	117,542	-1.2%	112,084	117,550	4.9%	450,184	451,080 0.2%
Newburgh Beacon Bridge	645,948	748,856	15.9%	764,888	841,918	10.1%	791,932	870,112	9.9%	753,466	831,860	10.4%	2,956,234	3,292,746 11.4%
Bear Mountain Bridge	31,514	31,382	-0.4%	37,098	39,138	5.5%	37,310	35,314	-5.3%	35,642	36,442	2.2%	141,564	142,276 0.5%
Tappan Zee Bridge	609,348	613,728	0.7%	729,792	745,584	2.2%	717,240	750,966	4.7%	654,024	704,942	7.8%	2,710,404	2,815,220 3.9%
George Washington Bridge	1,811,096	1,909,102	5.4%	2,016,726	2,069,724	2.6%	1,995,140	2,100,848	5.3%	1,998,674	2,087,512	4.4%	7,821,636	8,167,186 4.4%
Lincoln Tunnel	433,644	418,794	-3.4%	449,638	442,280	-1.6%	446,396	456,318	2.2%	444,580	458,760	3.2%	1,774,258	1,776,152 0.1%
Holland Tunnel	499,614	512,560	2.6%	537,092	542,532	1.0%	552,076	537,350	-2.7%	543,314	536,696	-1.2%	2,132,096	2,129,138 -0.1%
Verrazano Narrows Bridge	654,606	759,178	16.0%	795,616	850,716	6.9%	846,252	873,890	3.3%	806,696	860,868	6.7%	3,103,170	3,344,652 7.8%
Total	4,883,796	5,197,302	6.4%	5,575,218	5,780,302	3.7%	5,641,576	5,876,574	4.2%	5,475,480	5,764,280	5.3%	21,576,070	22,618,458 4.8%

Table 5
QUARTERLY ANALYSIS OF EAST RIVER TRUCK TRAFFIC
1998 vs. 1999

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999 % change
Triborough Bridge	589,471	703,627	19.4%	729,970	764,844	4.8%	744,996	788,286	5.8%	748,001	790,453	5.7%	2,812,438	3,047,210 8.3%
Bronx Whitestone Bridge	524,277	602,465	14.9%	630,153	664,845	5.5%	625,919	656,053	4.8%	643,637	684,999	6.4%	2,423,986	2,608,362 7.6%
Throgs Neck Bridge	718,036	779,328	8.5%	873,227	915,827	4.9%	864,101	921,723	6.7%	841,388	874,411	3.9%	3,296,752	3,491,289 5.9%
Queens Midtown Tunnel	258,606	327,512	26.6%	349,374	357,661	2.4%	354,174	381,826	7.8%	344,380	374,721	8.8%	1,306,534	1,441,720 10.3%
Brooklyn Battery Tunnel	106,994	134,350	25.6%	138,629	147,703	6.5%	142,697	163,704	14.7%	137,831	163,604	18.7%	526,151	609,361 15.8%
Total	2,197,384	2,547,282	15.9%	2,721,353	2,850,880	4.8%	2,731,887	2,911,592	6.6%	2,715,237	2,888,188	6.4%	10,365,861	11,197,942 8.0%

Table 6
QUARTERLY ANALYSIS OF ARTHUR KILL KILL-VAN KULL TRUCK TRAFFIC *
1998 vs. 1999

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999 % change
Bayonne Bridge	93,552	114,264	22.1%	107,890	118,642	10.0%	112,544	122,426	8.8%	113,400	130,650	15.2%	427,386	485,982 13.7%
Goethals Bridge	464,512	477,000	2.7%	531,558	510,348	-4.0%	537,190	519,708	-3.3%	511,042	550,798	7.8%	2,044,302	2,057,854 0.7%
Outerbridge Crossing	391,394	416,234	6.3%	436,566	465,924	6.7%	419,880	467,146	11.3%	417,460	462,816	10.9%	1,665,300	1,812,120 8.8%
Total	949,458	1,007,498	6.1%	1,076,014	1,094,914	1.8%	1,069,614	1,109,280	3.7%	1,041,902	1,144,264	9.8%	4,136,988	4,355,956 5.3%

Table 7
QUARTERLY ANALYSIS OF HARLEM RIVER TRUCK TRAFFIC
1998 vs. 1999

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999 % change
Henry Hudson River Bridge	3,711	7,856	111.7%	5,470	8,039	47.0%	5,779	9,944	72.1%	7,803	12,376	58.6%	22,763	38,215 67.9%

Table 8
QUARTERLY ANALYSIS OF SOUTH SHORE TRUCK TRAFFIC
1998 vs. 1999

TOLL FACILITIES	Quarter ended March			Quarter ended June			Quarter ended September			Quarter ended December			Total	
	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999 % change
Marine Parkway Bridge	21,874	31,159	42.4%	29,879	34,229	14.6%	28,891	31,411	8.7%	31,222	33,623	7.7%	111,866	130,422 16.6%
Cross Bay Bridge	42,256	50,797	20.2%	48,910	55,006	12.5%	48,292	53,131	10.0%	51,679	55,257	6.9%	191,137	214,191 12.1%
Atlantic Beach Bridge	17,287	16,322	-5.6%	22,148	21,312	-3.8%	23,775	18,740	-21.2%	19,042	19,240	1.0%	82,252	75,614 -8.1%
Total	81,417	98,278	20.7%	100,937	110,547	9.5%	100,958	103,282	2.3%	101,943	108,120	6.1%	385,255	420,227 9.1%

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

Table 9 (A)
HUDSON RIVER TRUCK TRAFFIC *

TOLL FACILITIES	Year ended December 1998																Total
	January	February	March	1st_Quarter	April	May	June	2nd_Quarter	July	August	September	3rd_Quarter	October	November	December	4th_Quarter	
Rip Van Winkle Bridge	18,496	15,996	18,962	53,454	22,536	22,950	24,556	70,042	26,034	23,810	24,372	74,216	25,676	22,474	21,366	69,516	267,228
Kingston-Rhinecliff Bridge	14,442	13,080	15,668	43,190	17,706	18,794	20,032	56,532	20,096	21,388	20,606	62,090	22,064	18,174	17,246	57,484	219,296
Mid-Hudson Bridge	32,992	31,720	36,670	101,382	39,252	38,640	39,902	117,794	40,224	39,314	39,386	118,924	40,070	36,092	35,922	112,084	450,184
Newburgh Beacon Bridge	208,870	198,672	238,406	645,948	249,082	251,820	263,986	764,888	264,626	264,372	262,934	791,932	268,732	246,472	238,262	753,466	2,956,234
Bear Mountain Bridge	10,426	9,954	11,134	31,514	11,906	11,892	13,300	37,098	13,058	11,882	12,370	37,310	12,986	11,328	11,328	35,642	141,564
Tappan Zee Bridge	193,896	189,730	225,722	609,348	237,274	239,842	252,676	729,792	249,606	238,364	229,270	717,240	233,676	209,442	210,906	654,024	2,710,404
George Washington Bridge	590,666	562,846	657,584	1,811,096	661,792	649,952	704,982	2,016,726	679,332	657,480	658,328	1,995,140	701,362	640,218	657,094	1,998,674	7,821,636
Lincoln Tunnel	141,434	136,592	155,618	433,644	148,488	145,574	155,576	449,638	152,632	148,122	145,642	446,396	154,198	138,110	152,272	444,580	1,774,258
Holland Tunnel	163,294	157,032	179,288	499,614	178,838	174,220	184,034	537,092	184,336	182,256	185,484	552,076	192,346	171,142	179,826	543,314	2,132,096
Verrazano Narrows Bridge	203,618	200,382	250,606	654,606	249,578	262,284	283,754	795,616	288,772	283,286	274,194	846,252	282,062	257,028	267,606	806,696	3,103,170
Total	1,578,134	1,516,004	1,789,658	4,883,796	1,816,452	1,815,968	1,942,798	5,575,218	1,918,716	1,870,274	1,852,586	5,641,576	1,933,172	1,750,480	1,791,828	5,475,480	21,576,070

Table 9 (B)
HUDSON RIVER TRUCK TRAFFIC *

TOLL FACILITIES	Year ended December 1999																Total
	January	February	March	1st_Quarter	April	May	June	2nd_Quarter	July	August	September	3rd_Quarter	October	November	December	4th_Quarter	
Rip Van Winkle Bridge	19,678	17,480	21,426	58,584	23,006	23,904	24,900	71,810	24,314	24,240	22,700	71,254	25,740	22,102	21,926	69,768	271,416
Kingston-Rhinecliff Bridge	14,358	14,324	17,106	45,788	19,204	19,784	20,954	59,942	20,458	22,120	20,402	62,980	21,502	20,072	18,308	59,882	228,592
Mid-Hudson Bridge	31,898	30,872	36,560	99,330	37,008	38,128	41,522	116,658	38,252	39,140	40,150	117,542	40,812	37,748	38,990	117,550	451,080
Newburgh Beacon Bridge	216,874	216,236	315,746	748,856	268,258	279,060	294,600	841,918	280,952	300,558	288,602	870,112	294,428	275,286	262,146	831,860	3,292,746
Bear Mountain Bridge	9,482	10,020	11,880	31,382	12,254	13,030	13,854	39,138	12,946	11,422	10,946	35,314	12,812	11,764	11,866	36,442	142,276
Tappan Zee Bridge	189,644	190,164	233,920	613,728	237,302	245,532	262,750	745,584	250,748	260,478	239,740	750,966	245,162	233,116	226,664	704,942	2,815,220
George Washington Bridge	602,682	593,720	712,700	1,909,102	678,096	662,290	729,338	2,069,724	699,826	706,496	694,526	2,100,848	704,000	681,192	702,320	2,087,512	8,167,186
Lincoln Tunnel	136,082	130,916	151,796	418,794	148,004	137,510	156,766	442,280	154,740	154,612	146,966	456,318	153,452	148,292	157,016	458,760	1,776,152
Holland Tunnel	162,472	163,852	186,236	512,560	176,204	183,768	182,560	542,532	178,052	183,112	176,186	537,350	185,238	175,372	176,086	536,696	2,129,138
Verrazano Narrows Bridge	236,406	237,332	285,440	759,178	274,526	273,614	302,576	850,716	295,340	301,900	276,650	873,890	290,386	285,738	284,744	860,868	3,344,652
Total	1,619,576	1,604,916	1,972,810	5,197,302	1,873,862	1,876,620	2,029,820	5,780,302	1,955,628	2,004,078	1,916,868	5,876,574	1,973,532	1,890,682	1,900,066	5,764,280	22,618,458

Table 10 (A)
EAST RIVER TRUCK TRAFFIC

TOLL FACILITIES	Year ended December 1998																Total
	January	February	March	1st_Quarter	April	May	June	2nd_Quarter	July	August	September	3rd_Quarter	October	November	December	4th_Quarter	
Triborough Bridge	180,057	173,111	236,303	589,471	236,877	238,903	254,190	729,970	253,831	246,105	245,060	744,996	260,886	239,468	247,647	748,001	2,812,438
Bronx Whitestone Bridge	158,819	157,216	208,242	524,277	208,802	202,179	219,172	630,153	212,651	203,399	209,869	625,919	223,239	207,630	212,768	643,637	2,423,986
Throgs Neck Bridge	223,778	216,797	277,461	718,036	290,230	286,144	296,853	873,227	294,284	285,280	284,537	864,101	294,932	267,834	278,622	841,388	3,296,752
Queens Midtown Tunnel	71,251	72,153	115,202	258,606	115,335	114,519	119,520	349,374	121,610	117,808	114,756	354,174	121,398	107,834	115,148	344,380	1,306,534
Brooklyn Battery Tunnel	31,072	31,435	44,487	106,994	46,272	44,610	47,747	138,629	49,716	47,235	45,746	142,697	46,921	44,206	46,704	137,831	526,151
Total	664,977	650,712	881,695	2,197,384	897,516	886,355	937,482	2,721,353	932,092	899,827	899,968	2,731,887	947,376	866,972	900,889	2,715,237	10,365,861

Table 10 (B)
EAST RIVER TRUCK TRAFFIC

TOLL FACILITIES	Year ended December 1999																Total
	January	February	March	1st_Quarter	April	May	June	2nd_Quarter	July	August	September	3rd_Quarter	October	November	December	4th_Quarter	
Triborough Bridge	221,251	219,545	262,831	703,627	249,609	246,437	268,798	764,844	260,795	268,487	259,004	788,286	269,214	260,942	260,297	790,453	3,047,210
Bronx Whitestone Bridge	186,578	188,762	227,125	602,465	219,645	212,992	232,208	664,845	219,947	220,639	215,467	656,053	233,006	226,111	225,882	684,999	2,608,362
Throgs Neck Bridge	240,973	241,545	296,810	779,328	296,498	300,105	319,224	915,827	307,758	313,703	300,262	921,723	292,826	288,759	292,826	874,411	3,491,289
Queens Midtown Tunnel	103,137	102,975	121,400	327,512	117,384	118,028	122,249	357,661	122,306	131,447	128,073	381,826	126,550	124,951	123,220	374,721	1,441,720
Brooklyn Battery Tunnel	40,914	42,320	51,116	134,350	46,904	48,883	51,916	147,703	53,519	56,170	54,015	163,704	54,900	53,729	54,975	163,604	609,361
Total	792,853	795,147	959,282	2,547,282	930,040	926,445	994,395	2,850,880	964,325	990,446	956,821	2,911,592	976,496	954,492	957,200	2,888,188	11,197,942

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

Table 11 (A)
ARTHUR KILL KILL VAN KULL TRUCK TRAFFIC *
Year ended December 1998

<u>TOLL FACILITIES</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>1st Quarter</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd Quarter</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>3rd Quarter</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>4th Quarter</u>	<u>Total</u>
Bayonne Bridge	31,074	28,532	33,946	93,552	35,082	34,166	38,642	107,890	37,842	37,278	37,424	112,544	39,160	35,428	38,812	113,400	427,386
Goethals Bridge	151,006	145,600	167,906	464,512	165,670	177,966	187,922	531,558	183,760	178,506	174,924	537,190	181,646	159,864	169,532	511,042	2,044,302
Outerbridge Crossing	127,564	122,256	141,574	391,394	153,562	140,466	142,538	436,566	144,228	138,068	137,584	419,880	143,702	133,756	140,002	417,460	1,665,300
<u>Total</u>	<u>309,644</u>	<u>296,388</u>	<u>343,426</u>	<u>949,458</u>	<u>354,314</u>	<u>352,598</u>	<u>369,102</u>	<u>1,076,014</u>	<u>365,830</u>	<u>353,852</u>	<u>349,932</u>	<u>1,069,614</u>	<u>364,508</u>	<u>329,048</u>	<u>348,346</u>	<u>1,041,902</u>	<u>4,136,988</u>

Table 11 (B)
ARTHUR KILL KILL VAN KULL TRUCK TRAFFIC *
Year ended December 1999

<u>TOLL FACILITIES</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>1st Quarter</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd Quarter</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>3rd Quarter</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>4th Quarter</u>	<u>Total</u>
Bayonne Bridge	36,922	35,502	41,840	114,264	38,660	37,704	42,278	118,642	39,846	42,238	40,342	122,426	42,546	44,508	43,596	130,650	485,982
Goethals Bridge	149,010	149,594	178,396	477,000	164,938	164,256	181,154	510,348	177,758	185,094	156,856	519,708	181,840	181,088	187,870	550,798	2,057,854
Outerbridge Crossing	129,464	131,530	155,240	416,234	150,022	150,540	165,362	465,924	155,614	161,022	150,510	467,146	155,270	153,626	153,920	462,816	1,812,120
<u>Total</u>	<u>315,396</u>	<u>316,626</u>	<u>375,476</u>	<u>1,007,498</u>	<u>353,620</u>	<u>352,500</u>	<u>388,794</u>	<u>1,094,914</u>	<u>373,218</u>	<u>388,354</u>	<u>347,708</u>	<u>1,109,280</u>	<u>379,656</u>	<u>379,222</u>	<u>385,386</u>	<u>1,144,264</u>	<u>4,355,956</u>

Table 12 (A)
HARLEM RIVER TRUCK TRAFFIC
Year ended December 1998

<u>TOLL FACILITIES</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>1st Quarter</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd Quarter</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>3rd Quarter</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>4th Quarter</u>	<u>Total</u>
Henry Hudson River Br.	1074	906	1731	3,711	1513	2,172	1785	5,470	1346	1491	2,942	5,779	2,919	2,494	2,390	7,803	22,763

Table 12 (B)
HARLEM RIVER TRUCK TRAFFIC
Year ended December 1999

<u>TOLL FACILITIES</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>1st Quarter</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd Quarter</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>3rd Quarter</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>4th Quarter</u>	<u>Total</u>
Henry Hudson River Br.	2386	2613	2857	7,856	2730	2,920	2389	8,039	2443	3260	4,241	9,944	4,766	3,991	3,619	12,376	38,215

Table 13 (A)
SOUTH SHORE TRUCK TRAFFIC
Year ended December 1998

<u>TOLL FACILITIES</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>1st Quarter</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd Quarter</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>3rd Quarter</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>4th Quarter</u>	<u>Total</u>
Marine Parkway Bridge	6,492	5,956	9,426	21,874	8,916	10,436	10,527	29,879	10,082	8,980	9,829	28,891	11,166	9,635	10,421	31,222	111,866
Cross Bay Bridge	13,829	12,411	16,016	42,256	15,697	16,560	16,653	48,910	16,202	15,060	17,030	48,292	18,814	15,905	16,960	51,679	191,137
Atlantic Beach Bridge	5,583	5,675	6,029	17,287	7,117	7,601	7,430	22,148	7,646	7,636	8,493	23,775	6,848	5,780	6,414	19,042	82,252
<u>Total</u>	<u>25,904</u>	<u>24,042</u>	<u>31,471</u>	<u>81,417</u>	<u>31,730</u>	<u>34,597</u>	<u>34,610</u>	<u>100,937</u>	<u>33,930</u>	<u>31,676</u>	<u>35,352</u>	<u>100,958</u>	<u>36,828</u>	<u>31,320</u>	<u>33,795</u>	<u>101,943</u>	<u>385,255</u>

Table 13 (B)
SOUTH SHORE TRUCK TRAFFIC
Year ended December 1999

<u>TOLL FACILITIES</u>	<u>January</u>	<u>February</u>	<u>March</u>	<u>1st Quarter</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>2nd Quarter</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>3rd Quarter</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>4th Quarter</u>	<u>Total</u>
Marine Parkway Bridge	9,176	9,372	12,611	31,159	10,982	11,470	11,777	34,229	10,666	9,893	10,852	31,411	12,146	10,956	10,521	33,623	130,422
Cross Bay Bridge	15,870	15,115	19,812	50,797	17,636	18,086	19,284	55,006	17,296	17,261	18,574	53,131	18,682	18,398	18,177	55,257	214,191
Atlantic Beach Bridge	4,827	5,132	6,363	16,322	6,640	7,520	7,152	21,312	6,406	6,092	6,242	18,740	7,082	6,206	5,952	19,240	75,614
<u>Total</u>	<u>29,873</u>	<u>29,619</u>	<u>38,786</u>	<u>98,278</u>	<u>35,258</u>	<u>37,076</u>	<u>38,213</u>	<u>110,547</u>	<u>34,368</u>	<u>33,246</u>	<u>35,668</u>	<u>103,282</u>	<u>37,910</u>	<u>35,560</u>	<u>34,650</u>	<u>108,120</u>	<u>420,227</u>

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

Table 14 (A)
1998 TRUCK TRAFFIC, BY OPERATING AGENCY *
Year ended December 1998

OPERATORS	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
PANYNJ	1,205,038	1,152,858	1,335,916	3,693,812	1,343,432	1,322,344	1,413,694	4,079,470	1,382,130	1,341,710	1,339,386	4,063,226	1,412,414	1,278,518	1,337,538	4,028,470	15,864,978
MTA (B&T)	889,990	870,367	1,159,474	2,919,831	1,173,220	1,177,807	1,250,201	3,601,228	1,248,494	1,208,644	1,203,963	3,661,101	1,262,337	1,152,034	1,198,266	3,612,637	13,794,797
NYSBA	285,226	269,422	320,840	875,488	340,482	344,096	361,776	1,046,354	364,038	360,766	359,668	1,084,472	369,528	334,540	324,124	1,028,192	4,034,506
NYSTA	1,017,615	970,775	1,137,535	3,125,925	1,161,333	1,173,024	1,271,043	3,605,400	1,221,498	1,241,047	1,164,654	3,627,199	1,188,529	1,106,321	1,134,937	3,429,787	13,788,311
NJHA(GSP)	252,820	241,870	287,346	782,036	312,512	317,097	343,991	973,600	364,700	340,455	316,886	1,022,041	328,191	287,917	289,515	905,623	3,683,300
NJTA(NJTpke) ^	1,513,646	1,442,817	1,655,549	4,612,012	1,660,282	1,624,581	1,749,980	5,034,843	1,734,326	1,697,967	1,717,308	5,149,602	1,781,854	1,615,300	1,660,038	5,057,193	19,853,650
NCBA	5,583	5,675	6,029	17,287	7,117	7,601	7,430	22,148	7,646	7,636	8,493	23,775	6,848	5,780	6,414	19,042	82,252
Total	<u>5,169,918</u>	<u>4,953,784</u>	<u>5,902,689</u>	<u>16,026,391</u>	<u>5,998,378</u>	<u>5,966,550</u>	<u>6,398,115</u>	<u>18,363,043</u>	<u>6,322,832</u>	<u>6,198,225</u>	<u>6,110,358</u>	<u>18,631,416</u>	<u>6,349,701</u>	<u>5,780,410</u>	<u>5,950,832</u>	<u>18,080,944</u>	<u>71,101,794</u>

^ The NJTA figures for the months of October to December were estimated.

Table 14 (B)
1999 TRUCK TRAFFIC, BY OPERATING AGENCY *
Year ended December 1999

OPERATORS	January	February	March	First Quarter	April	May	June	Second Quarter	July	August	September	Third Quarter	October	November	December	Fourth Quarter	Total
PANYNJ	1,216,632	1,205,114	1,426,208	3,847,954	1,355,924	1,336,068	1,457,458	4,149,450	1,405,836	1,432,574	1,365,386	4,203,796	1,422,346	1,384,078	1,420,808	4,227,232	16,428,432
MTA (B&T)	1,056,691	1,059,579	1,280,002	3,396,272	1,235,914	1,232,535	1,330,421	3,798,870	1,290,070	1,322,760	1,267,138	3,879,968	1,302,476	1,273,575	1,274,261	3,850,312	14,925,422
NYSBA	292,290	288,932	402,718	983,940	359,730	373,906	395,830	1,129,466	376,922	397,480	382,800	1,157,202	395,294	366,972	353,236	1,115,502	4,386,110
NYSTA	1,012,894	993,493	1,205,798	3,212,185	1,204,125	1,227,938	1,330,301	3,762,364	1,274,852	1,296,132	1,225,727	3,796,711	1,257,128	1,203,078	1,201,731	3,661,937	14,433,197
NJHA(GSP)	241,419	252,923	324,701	819,043	323,782	344,825	364,741	1,033,348	371,760	363,268	323,849	1,058,877	319,328	312,857	294,869	927,054	3,838,322
NJTA(NJTpke)	1,527,417	1,500,994	1,784,890	4,813,301	1,712,016	1,679,690	1,837,974	5,229,680	1,753,249	1,817,226	1,763,966	5,334,441	1,814,878	1,764,991	1,763,236	5,343,105	20,720,527
NCBA	4,827	5,132	6,363	16,322	6,640	7,520	7,152	21,312	6,406	6,092	6,242	18,740	7,082	6,206	5,952	19,240	75,614
Total	<u>5,352,170</u>	<u>5,306,167</u>	<u>6,430,680</u>	<u>17,089,017</u>	<u>6,198,131</u>	<u>6,202,482</u>	<u>6,723,877</u>	<u>19,124,490</u>	<u>6,479,095</u>	<u>6,635,532</u>	<u>6,335,108</u>	<u>19,449,735</u>	<u>6,518,532</u>	<u>6,311,757</u>	<u>6,314,093</u>	<u>19,144,382</u>	<u>74,807,624</u>

Source: Operating Agencies' Monthly Vehicle Reports

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

Table 15
TRUCK VOLUME ON PORT AUTHORITY OF NEW YORK AND NEW JERSEY TOLL FACILITIES
1998/1999

TOLL FACILITIES*	Vehicle Class(axle)	First Quarter **			Second Quarter **			Third Quarter**			Fourth Quarter**			Total			
				% Change			% Change			% Change			% Change			% Change	
		1998	1999	1998/1999	1998	1999	1998/1999	1998	1999	1998/1999	1998	1999	1998/1999	1998	1999	1998/1999	
George Washington Bridge (New Jersey-Manhattan)	(I-95)	2	495,577	511,572	3.2%	549,555	554,490	0.9%	549,356	581,914	5.9%	529,706	550,686	4.0%	2,124,195	2,198,662	3.5%
		3	104,233	105,754	1.5%	113,059	114,172	1.0%	121,282	117,052	-3.5%	119,374	116,088	-2.8%	457,947	453,066	-1.1%
	Truck-total	4	599,810	617,326	2.9%	662,614	668,662	0.9%	670,638	698,966	4.2%	649,080	666,774	2.7%	2,582,142	2,651,728	2.7%
		5	185,745	182,056	-2.0%	208,116	200,762	-3.5%	206,121	201,890	-2.1%	214,036	215,198	0.5%	814,019	799,906	-1.7%
	Trailer-total	6	1,017,937	1,100,842	8.1%	1,138,269	1,190,332	4.6%	1,109,153	1,190,290	7.3%	1,126,900	1,194,914	6.0%	4,392,259	4,676,378	6.5%
		6	7,604	8,878	16.8%	7,727	9,968	29.0%	9,228	9,702	5.1%	8,658	10,626	22.7%	33,217	39,174	17.9%
	Total	2	1,211,286	1,291,776	6.6%	1,354,112	1,401,062	3.5%	1,324,502	1,401,882	5.8%	1,349,594	1,420,738	5.3%	5,239,494	5,515,458	5.3%
		3	1,811,096	1,909,102	5.4%	2,016,726	2,069,724	2.6%	1,995,140	2,100,848	5.3%	1,998,674	2,087,512	4.4%	7,821,636	8,167,186	4.4%
Lincoln Tunnel (New Jersey-Manhattan)	(I-495)	2	318,025	305,928	-3.8%	334,472	324,126	-3.1%	325,997	332,234	1.9%	311,518	327,192	5.0%	1,290,012	1,289,480	-0.0%
		3	49,793	44,478	-10.7%	47,224	48,542	2.8%	52,323	52,012	-0.6%	56,324	59,478	5.6%	205,664	204,510	-0.6%
	Truck-total	4	367,818	350,406	-4.7%	381,696	372,668	-2.4%	378,320	384,246	1.6%	367,842	386,670	5.1%	1,495,676	1,493,990	-0.1%
		5	33,576	35,524	5.8%	34,717	37,570	8.2%	33,205	37,756	13.7%	29,969	36,050	20.3%	131,467	146,900	11.7%
	Trailer-total	6	32,132	32,028	-0.3%	32,924	31,236	-5.1%	34,610	33,772	-2.4%	46,504	35,048	-24.6%	146,170	132,084	-9.6%
		6	118	836	609.6%	301	806	167.9%	262	544	107.7%	264	992	275.4%	945	3,178	236.3%
	Total	4	65,826	68,388	3.9%	67,942	69,612	2.5%	68,076	72,072	5.9%	76,738	72,090	-6.1%	278,582	282,162	1.3%
		5	433,644	418,794	-3.4%	449,638	442,280	-1.6%	446,396	456,318	2.2%	444,580	458,760	3.2%	1,774,258	1,776,152	0.1%
Holland Tunnel (New Jersey-Manhattan)	(I-78)	2	347,453	350,180	0.8%	377,088	371,646	-1.4%	381,183	373,590	-2.0%	369,623	368,446	-0.3%	1,475,348	1,463,862	-0.8%
		3	49,861	58,946	18.2%	49,874	61,018	22.3%	62,591	57,460	-8.2%	62,251	64,150	3.1%	224,576	241,574	7.6%
	Truck-total	4	397,314	409,126	3.0%	426,962	432,664	1.3%	443,774	431,050	-2.9%	431,874	432,596	0.2%	1,699,924	1,705,436	0.3%
		5	21,446	21,978	2.5%	21,566	23,264	7.9%	19,554	22,804	16.6%	21,154	22,630	7.0%	83,719	90,676	8.3%
	Trailer-total	6	80,051	80,176	0.2%	87,812	85,422	-2.7%	88,015	82,398	-6.4%	89,149	80,210	-10.0%	345,028	328,206	-4.9%
		6	803	1,280	59.3%	752	1,182	57.3%	734	1,098	49.7%	1,137	1,260	10.8%	3,425	4,820	40.7%
	Total	4	102,300	103,434	1.1%	110,130	109,868	-0.2%	108,302	106,300	-1.8%	111,440	104,100	-6.6%	432,172	423,702	-2.0%
		5	499,614	512,560	2.6%	537,092	542,532	1.0%	552,076	537,350	-2.7%	543,314	536,696	-1.2%	2,132,096	2,129,138	-0.1%
Bayonne Bridge (New Jersey-Staten Island)	(NY-440)	2	31,916	36,040	12.9%	37,248	37,336	0.2%	39,500	38,104	-3.5%	38,664	40,226	4.0%	147,327	151,706	3.0%
		3	12,156	19,562	60.9%	12,260	14,368	17.2%	10,242	13,862	35.3%	13,406	17,286	28.9%	48,065	65,078	35.4%
	Truck-total	4	44,072	55,602	26.2%	49,508	51,704	4.4%	49,742	51,966	4.5%	52,070	57,512	10.5%	195,392	216,784	10.9%
		5	7,272	8,020	10.3%	8,920	8,516	-4.5%	8,166	8,974	9.9%	8,239	8,572	4.0%	34,082	34,082	4.6%
	Trailer-total	6	41,980	49,990	19.1%	49,179	57,606	17.1%	54,431	60,154	10.5%	52,736	62,748	19.0%	198,325	230,498	16.2%
		6	228	652	185.7%	284	816	187.7%	206	1,332	547.7%	355	1,818	411.7%	1,073	4,618	330.5%
	Total	4	49,480	58,662	18.6%	58,382	66,938	14.7%	62,802	70,460	12.2%	61,330	73,138	19.3%	231,994	269,198	16.0%
		5	93,552	114,264	22.1%	107,890	118,642	10.0%	112,544	122,426	8.8%	113,400	130,650	15.2%	427,386	485,982	13.7%
Goethals Bridge (New Jersey-Staten Island)	(I-278)	2	134,256	141,350	5.3%	160,497	156,984	-2.2%	169,508	163,514	-3.5%	150,763	162,668	7.9%	615,024	624,516	1.5%
		3	54,066	48,250	-10.8%	47,479	50,874	7.1%	40,994	53,816	31.3%	50,795	63,680	25.4%	193,334	216,620	12.0%
	Truck-total	4	188,322	189,600	0.7%	207,976	207,858	-0.1%	210,502	217,330	3.2%	201,558	226,348	12.3%	808,358	841,136	4.1%
		5	38,508	39,754	3.2%	41,438	53,572	29.3%	44,472	56,438	26.9%	40,691	53,190	30.7%	165,110	202,954	22.9%
	Trailer-total	6	235,192	244,356	3.9%	278,613	246,046	-11.7%	280,068	242,430	-13.4%	266,316	267,598	0.5%	1,060,189	1,000,430	-5.6%
		6	2,490	3,290	32.1%	3,530	2,872	-18.6%	2,147	3,510	63.5%	2,477	3,662	47.8%	10,645	13,334	25.3%
	Total	4	276,190	287,400	4.1%	323,582	302,490	-6.5%	326,688	302,378	-7.4%	309,484	324,450	4.8%	1,235,944	1,216,718	-1.6%
		5	464,512	477,000	2.7%	531,558	510,348	-4.0%	537,190	519,708	-3.3%	511,042	550,798	7.8%	2,044,302	2,057,854	0.7%
Outerbridge Crossing (New Jersey-Staten Island)	(NY-440)	2	119,593	135,852	13.6%	141,349	150,206	6.3%	139,374	155,616	11.7%	133,662	147,502	10.4%	533,978	589,176	10.3%
		3	27,537	30,462	10.6%	34,801	30,204	-13.2%	33,284	36,436	9.5%	32,804	34,992	6.7%	128,426	132,094	2.9%
	Truck-total	4	147,130	166,314	13.0%	176,150	180,410	2.4%	172,658	192,052	11.2%	166,466	182,494	9.6%	662,404	721,270	8.9%
		5	34,325	33,426	-2.6%	35,200	41,490	17.9%	33,471	47,988	43.4%	33,074	41,470	25.4%	136,070	164,374	20.8%
	Trailer-total	6	208,239	213,818	2.7%	223,010	241,314	8.2%	211,688	224,412	6.0%	216,218	234,432	8.4%	859,155	913,976	6.4%
		6	1,700	2,676	57.4%	2,205	2,710	22.9%	2,063	2,694	30.6%	1,702	4,420	159.7%	7,671	12,500	63.0%
	Total	4	244,264	249,920	2.3%	260,416	285,514	9.6%	247,222	275,094	11.3%	250,994	280,322	11.7%	1,002,896	1,090,850	8.8%
		5	391,394	416,234	6.3%	436,566	465,924	6.7%	419,880	467,146	11.3%	417,460	462,816	10.9%	1,665,300	1,812,120	8.8%
All Facilities		2	1,446,821	1,480,922	2.4%	1,600,208	1,594,788	-0.3%	1,604,919	1,644,972	2.5%	1,533,936	1,596,720	4.1%	6,185,884	6,317,402	2.1%
		3	297,645	307,452	3.3%	304,698	319,178	4.8%	320,715	330,638	3.1%	334,954	355,674	6.2%	1,258,012	1,312,942	4.4%
	Truck-total	4	1,744,466	1,788,374	2.5%	1,904,906	1,913,966	0.5%	1,925,634	1,975,610	2.6%	1,868,890	1,952,394	4.5%	7,443,896	7,630,344	2.5%
		5	320,872	320,758	-0.0%	349,957	365,174	4.3%	344,988	375,850	8.9%	347,164	377,110	8.6%	1,362,981	1,438,892	5.6%
	Trailer-total	6	1,615,532	1,721,210	6.5%	1,809,808	1,851,956	2.3%	1,777,964	1,833,456	3.1%	1,797,822	1,874,950	4.3%	7,001,126	7,281,572	4.0%
		6	12,943	17,612	36.1%	14,799	18,354	24.0%	14,640	18,880	29.0%	14,594	22,778	56.1%	56,975	77,624	36.2%
	Total	4	1,949,346	2,059,580	5.7%	2,174,564	2,235,484	2.8%	2,137,592	2,228,186	4.2%	2,159,580	2,274,838	5.3%	8,421,082	8,798,088	4.5%
		5	3,693,812	3,847,954	4.2%	4,079,470	4,149,450	1.7%	4,063,226	4,203,796	3.5%	4,028,470	4,227,232	4.9%	15,864,978	16,428,432	3.6%

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

** Distribution of 1998 monthly trips based on 1997 breakdown.

Table 16

TRUCK VOLUME ON METROPOLITAN TRANSPORTATION AUTHORITY (Bridges & Tunnels) TOLL FACILITIES

1998/1999

TOLL FACILITIES	Vehicle Class(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total	
		1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999
Triborough Bridge (I-278) (Manhattan-Bronx-Queens) (Bronx-Queens-Manhattan)	2	377,387	476,483	26.3%	496,698	516,983	4.1%	500,138	532,454	6.5%	504,919	533,918	5.7%	1,879,142	2,059,844
	3	85,965	92,486	7.6%	97,098	103,041	6.1%	103,655	105,026	1.3%	100,109	101,517	1.4%	386,827	402,070
	4	23,049	22,305	-3.2%	23,771	23,993	0.9%	24,815	25,745	3.7%	25,474	25,502	0.1%	97,109	97,545
	5	99,444	107,552	8.2%	106,799	115,472	8.1%	109,911	118,822	8.1%	111,735	123,763	10.8%	427,889	465,609
	6	3,511	4,545	29.5%	5,397	4,952	-8.2%	6,113	5,562	-9.0%	5,392	5,087	-5.7%	20,413	20,146
	7 & over**	115	256	122.6%	207	397	91.8%	364	677	86.0%	372	666	79.0%	1,058	1,996
	Truck total	589,471	703,627	19.4%	729,970	764,844	4.8%	744,996	788,286	5.8%	748,001	790,453	5.7%	2,812,438	3,047,210
Bronx-Whitestone Bridge (I-278) (Bronx-Queens)	2	245,191	308,120	25.7%	319,846	334,507	4.6%	314,310	328,990	4.7%	322,684	340,060	5.4%	1,202,031	1,311,677
	3	58,168	58,931	1.3%	66,881	68,325	2.2%	68,584	68,256	-0.5%	64,588	66,658	3.2%	258,221	262,170
	4	45,411	43,589	-4.0%	45,838	46,800	2.1%	43,812	48,000	9.6%	49,229	50,463	2.5%	184,290	188,852
	5	170,825	186,558	9.2%	191,461	207,846	8.6%	192,694	203,911	5.8%	200,810	220,273	9.7%	755,790	818,588
	6	4,271	4,443	4.0%	5,892	6,531	10.8%	5,937	6,547	10.3%	5,307	7,241	36.4%	21,407	24,762
	7 & over**	411	824	100.5%	235	836	255.7%	582	349	-40.0%	1,019	304	-70.2%	2,247	2,313
	Truck total	524,277	602,465	14.9%	630,153	664,845	5.5%	625,919	656,053	4.8%	643,637	684,999	6.4%	2,423,986	2,608,362
Throgs Neck Bridge (I-295) (Bronx-Queens)	2	250,652	295,863	18.0%	326,848	338,316	3.5%	327,094	342,092	4.6%	314,558	322,393	2.5%	1,219,152	1,298,664
	3	51,976	50,468	-2.9%	63,155	66,005	4.5%	62,546	67,767	8.3%	55,604	60,574	8.9%	233,281	244,814
	4	79,880	78,657	-1.5%	85,972	88,737	3.2%	85,951	88,614	3.1%	86,037	86,507	0.5%	337,840	342,515
	5	327,107	347,216	6.1%	386,466	410,342	6.2%	377,794	411,510	8.9%	376,269	393,798	4.7%	1,467,636	1,562,866
	6	7,699	6,436	-16.4%	9,716	11,379	17.1%	9,665	10,615	9.8%	8,136	10,063	23.7%	35,216	38,493
	7 & over**	722	688	-4.7%	1,070	1,048	-2.1%	1,051	1,125	7.0%	784	1,076	37.2%	3,627	3,937
	Truck total	718,036	779,328	8.5%	873,227	915,827	4.9%	864,101	921,723	6.7%	841,388	874,411	3.9%	3,296,752	3,491,289
Queens Midtown Tunnel (I-495) (Manhattan-Queens)	2	217,485	280,461	29.0%	283,341	299,248	5.6%	287,156	319,077	11.1%	289,333	319,137	10.3%	1,077,315	1,217,923
	3	35,018	39,900	13.9%	57,726	50,241	-13.0%	59,188	54,182	-8.5%	47,598	46,938	-1.4%	199,530	191,261
	4	2,927	2,969	1.4%	3,993	3,677	-7.9%	3,811	4,131	8.4%	3,386	3,847	13.6%	14,117	14,624
	5	2,859	3,567	24.8%	3,700	3,850	4.1%	3,401	4,000	17.6%	3,323	4,357	31.1%	13,283	15,774
	6	300	605	101.7%	595	611	2.7%	591	408	-31.0%	721	420	-41.7%	2,207	2,044
	7 & over**	17	10	-41.2%	19	34	78.9%	27	28	3.7%	19	22	15.8%	82	94
	Truck total	258,606	327,512	26.6%	349,374	357,661	2.4%	354,174	381,826	7.8%	344,380	374,721	8.8%	1,306,534	1,441,720
Brooklyn Battery Tunnel (I-278) (Manhattan-Brooklyn)	2	81,192	104,218	28.4%	108,538	113,081	4.2%	108,840	124,092	14.0%	105,717	125,957	19.1%	404,287	467,348
	3	22,763	25,227	10.8%	27,258	31,061	14.0%	30,759	35,038	13.9%	28,028	32,909	17.4%	108,808	124,235
	4	903	823	-8.9%	929	663	-28.6%	890	947	6.4%	685	748	9.2%	3,407	3,181
	5	2,048	2,913	42.2%	1,674	1,933	15.5%	1,569	2,300	46.6%	2,652	3,293	24.2%	7,943	10,439
	6	78	1,162	1389.7%	213	953	347.4%	611	1,309	114.2%	735	691	-6.0%	1,637	4,115
	7 & over**	10	7	-30.0%	17	12	-29.4%	28	18	-35.7%	14	6	-57.1%	69	43
	Truck total	106,994	134,350	25.6%	138,629	147,703	6.5%	142,697	163,704	14.7%	137,831	163,604	18.7%	526,151	609,361
Verrazano-Narrows Bridge* (I-278) (Staten Island-Brooklyn)	2	272,900	342,094	25.4%	357,296	377,326	5.6%	387,854	390,712	0.7%	368,424	384,112	4.3%	1,386,474	1,494,244
	3	84,106	86,406	2.7%	101,002	99,326	-1.7%	103,838	100,724	-3.0%	96,898	95,082	-3.9%	385,844	379,538
	4	46,900	46,426	-1.0%	49,502	49,066	-0.9%	52,398	50,144	-4.3%	51,378	52,306	1.8%	200,178	197,942
	5	242,768	275,168	13.3%	277,696	315,214	13.5%	291,264	321,216	10.3%	279,152	322,674	15.6%	1,090,880	1,234,272
	6	7,620	8,718	14.4%	9,600	9,124	-5.0%	10,352	10,124	-2.2%	10,380	7,826	-24.6%	37,952	35,792
	7 & over**	312	366	17.3%	520	660	26.9%	546	970	77.7%	464	868	87.1%	1,842	2,864
	Truck total	654,606	759,178	16.0%	795,616	850,716	6.9%	846,252	873,890	3.3%	806,696	860,868	6.7%	3,103,170	3,344,652
Henry Hudson Bridge	2	3,485	6,671	91.4%	5,000	7,426	48.5%	5,026	8,590	70.9%	7,326	11,355	55.0%	20,837	34,042
	3	156	838	437.2%	223	394	76.7%	432	938	117.1%	725	1,251	71.2%	1,044	2,895
	4	14	218	1457.1%	21	171	714.3%	15	267	1680.0%	30	175	483.3%	80	831
	5	52	89	71.2%	204	20	-90.2%	269	40	-85.1%	202	21	-89.6%	727	170
	6	3	39	0.0%	17	6	0.0%	28	98	0.0%	11	97	781.8%	59	240
	7 & over**	1	1	0.0%	5	22	340.0%	9	11	22.2%	1	3	0.0%	16	37
	Truck total	3,711	7,856	111.7%	5,470	8,039	47.0%	5,779	9,944	72.1%	7,803	12,376	58.6%	22,763	38,215
Marine Parkway Bridge	2	17,025	25,142	47.7%	24,208	27,721	14.5%	23,099	25,169	9.0%	25,136	27,464	9.3%	89,468	105,496
	3	2,874	3,667	27.6%	3,389	3,964	17.0%	3,404	3,611	6.1%	3,677	3,554	-3.3%	13,344	14,796
	4	195	261	33.8%	238	355	49.2%	347	471	35.7%	390	328	-15.9%	1,170	1,415
	5	1,727	1,969	14.0%	1,887	2,079	10.2%	1,902	2,068	8.7%	1,968	1,987	1.0%	7,484	8,103
	6	51	106	107.8%	151	104	-31.1%	135	85	-37.0%	44	286	550.0%	381	581
	7 & over**	2	14	600.0%	6	6	0.0%	4	7	75.0%	7	4	-42.9%	19	31
	Truck total	21,874	31,159	42.4%	29,879	34,229	14.6%	28,891	31,411	8.7%	31,222	33,623	7.7%	111,866	130,422
Cross Bay Bridge	2	33,505	40,847	21.9%	38,673	43,602	12.7%	35,693	42,686	19.6%	40,015	45,837	14.5%	147,886	172,972
	3	5,230	6,195	18.5%	6,417	7,497	16.8%	8,700	6,556	-24.6%	7,503	5,567	-25.8%	27,850	25,815
	4	455	588	29.2%	600	554	-7.7%	661	616	-6.8%	569	457	-19.7%	2,285	2,215
	5	2,994	2,880	-3.8%	3,074	3,074	0.1%	3,125	3,124	-0.0%	3,396	3,258	-4.1%	12,585	12,336
	6	70	283	304.3%	126	262	107.9%	89	124	39.3%	178	117	-34.3%	463	786
	7 & over**	2	4	100.0%	24	17	-29.2%	24	25	4.2%	18	21	16.7%	68	67
	Truck total	42,256	50,797	20.2%	48,910	55,006	12.5%	48,292	53,131	10.0%	51,679	55,257	6.9%	191,137	214,191
All Facilities	2	1,498,822	1,879,899	25.4%	1,960,448	2,058,216	5.0%	1,989,210	2,113,862	6.3%	1,978,112	2,110,233	6.7%	7,426,592	8,162,210
	3	346,256	364,118	5.2%	423,149	429,854	1.6%	441,106	442,098	0.2%	404,238	411,524	1.8%	1,614,749	1,647,594
	4	199,734	195,836	-2.0%	210,864	214,016	1.5%	212,700	218,935	2.9%	217,178	220,333	1.5%	840,476	849,120
	5	849,824	927,912	9.2%	972,957	1,059,830	8.9%	981,929	1,066,991	8.6%	979,507	1,073,424	9.6%	3,784,217	4,128,157
	6	23,603	26,337	11.6%	31,707	33,922	7.0%	33,521	34,872	4.0%	30,904	31,828	3.0%	119,735	126,959
	7 & over**	1,592	2,170	36.3%	2,103	3,032	44.2%	2,635	3,210	21.8%	2,698	2,970	10.1%	9,028	11,382
	Truck total	2,919,831	3,396,272	16.3%	3,601,228	3,798,870	5.5%	3,661,101	3,879,968	6.0%	3,612,637	3,850,312	6.6%	13,794,797	14,925,422

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

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

Table 17
TRUCK TRAFFIC ON NEW YORK STATE BRIDGE AUTHORITY TOLL FACILITIES
1998/1999

TOLL FACILITIES*	VEHICLE CLASS (axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			TOTAL		
		1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change
Rip Van Winkle Bridge (NY-23) (Greene-Columbia Counties)	2	27,168	29,004	6.8%	31,926	34,044	6.6%	32,080	32,662	1.8%	32,234	33,542	4.1%	123,408	129,252	4.7%
	3	6,602	6,528	-1.1%	10,142	8,348	-17.7%	11,272	8,296	-26.4%	8,900	9,162	2.9%	36,916	32,334	-12.4%
	4	2,218	2,394	7.9%	3,964	2,848	-28.2%	3,746	2,814	-24.9%	2,974	2,342	-21.3%	12,902	10,398	-19.4%
	5 & 6	17,466	20,658	18.3%	24,010	26,570	10.7%	27,118	27,482	1.3%	25,408	24,722	-2.7%	94,002	99,432	5.8%
	Truck total	53,454	58,584	9.6%	70,042	71,810	2.5%	74,216	71,254	-4.0%	69,516	69,768	0.4%	267,228	271,416	1.6%
Kingston-Rhinecliff Bridg (US-209) (Dutchess-Ulster Counties)	2	27,740	29,968	8.0%	35,508	38,970	9.7%	38,462	41,480	7.8%	35,312	38,068	7.8%	137,022	148,486	8.4%
	3	5,458	5,630	3.2%	8,332	7,796	-6.4%	8,544	7,882	-7.7%	8,432	7,542	-10.6%	30,766	28,850	-6.2%
	4	1,716	1,958	14.1%	2,300	2,598	13.0%	3,096	2,494	-19.4%	2,806	2,946	5.0%	9,918	9,996	0.8%
	5 & 6	8,276	8,232	-0.5%	10,392	10,578	1.8%	11,988	11,124	-7.2%	10,934	11,326	3.6%	41,590	41,260	-0.8%
	Truck total	43,190	45,788	6.0%	56,532	59,942	6.0%	62,090	62,980	1.4%	57,484	59,882	4.2%	219,296	228,592	4.2%
Mid-Hudson Bridge (US-44) (Dutchess-Orange Counties)	2	64,004	62,894	-1.7%	75,284	73,270	-2.7%	76,182	75,572	-0.8%	70,912	74,186	4.6%	286,382	285,922	-0.2%
	3	11,624	10,680	-8.1%	13,692	13,316	-2.7%	13,918	13,344	-4.1%	13,008	13,640	4.9%	52,242	50,980	-2.4%
	4	3,308	3,356	1.5%	3,930	4,926	25.3%	4,316	4,258	-1.3%	3,946	3,806	-3.5%	15,500	16,346	5.5%
	5 & 6	22,446	22,400	-0.2%	24,888	25,146	1.0%	24,508	24,368	-0.6%	24,218	25,918	7.0%	96,060	97,832	1.8%
	Truck total	101,382	99,330	-2.0%	117,794	116,658	-1.0%	118,924	117,542	-1.2%	112,084	117,550	4.9%	450,184	451,080	0.2%
Newburgh-Beacon Bridge (I-84) (Dutchess-Orange Counties)	2	126,030	131,622	4.4%	163,464	175,568	7.4%	174,510	184,356	5.6%	149,996	159,744	6.5%	614,000	651,290	6.1%
	3	27,406	25,978	-5.2%	33,328	31,920	-4.2%	34,804	34,260	-1.6%	31,162	34,574	10.9%	126,700	126,732	0.0%
	4	30,192	28,722	-4.9%	32,022	33,350	4.1%	34,196	34,634	1.3%	32,852	33,844	3.0%	129,262	130,550	1.0%
	5 & 6	462,320	562,534	21.7%	536,074	601,080	12.1%	548,422	616,862	12.5%	539,456	603,698	11.9%	2,086,272	2,384,174	14.3%
	Truck total	645,948	748,856	15.9%	764,888	841,918	10.1%	791,932	870,112	9.9%	753,466	831,860	10.4%	2,956,234	3,292,746	11.4%
Bear Mountain Bridge (US-6) (Westchester-Rockland Counties)	2	17,854	18,210	2.0%	21,348	21,562	1.0%	21,480	19,770	-8.0%	20,534	20,000	-2.6%	81,216	79,542	-2.1%
	3	3,662	3,588	-2.0%	4,046	4,150	2.6%	4,178	3,716	-11.1%	4,180	3,712	-11.2%	16,066	15,166	-5.6%
	4	1,286	1,126	-12.4%	1,114	1,440	29.3%	1,174	1,552	32.2%	1,142	1,296	13.5%	4,716	5,414	14.8%
	5 & 6	8,712	8,458	-2.9%	10,590	11,986	13.2%	10,478	10,276	-1.9%	9,786	11,434	16.8%	39,566	42,154	6.5%
	Truck total	31,514	31,382	-0.4%	37,098	39,138	5.5%	37,310	35,314	-5.3%	35,642	36,442	2.2%	141,564	142,276	0.5%
All Facilities	2	262,796	271,698	3.4%	327,530	343,414	4.8%	342,714	353,840	3.2%	308,988	325,540	5.4%	1,242,028	1,294,492	4.2%
	3	54,752	52,404	-4.3%	69,540	65,530	-5.8%	72,716	67,498	-7.2%	65,682	68,630	4.5%	262,690	254,062	-3.3%
	4	38,720	37,556	-3.0%	43,330	45,162	4.2%	46,528	45,752	-1.7%	43,720	44,234	1.2%	172,298	172,704	0.2%
	5 & 6	519,220	622,282	19.8%	605,954	675,360	11.5%	622,514	690,112	10.9%	609,802	677,098	11.0%	2,357,490	2,664,852	13.0%
	Truck total	875,488	983,940	12.4%	1,046,954	1,129,466	7.9%	1,084,472	1,157,202	6.7%	1,028,212	1,085,502	5.5%	4,034,506	4,386,110	8.7%

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

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

Table 18
TRUCK VOLUME ON NEW YORK STATE THRUWAY AUTHORITY TOLL FACILITIES
1998/1999

TOLL FACILITIES**	Vehicle Class(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			TOTAL		
		1998	1999	% Change 1998/1999	1998	1999	% Change 1998/1999	1998	1999	% Change 1998/1999	1998	1999	% Change 1998/1999	1998	1999	% Change 1998/1999
New Rochelle* (I-95) (a)	2	12,598	12,236	-2.9%	19,968	19,188	-3.9%	24,926	23,470	-5.8%	15,154	14,292	-5.7%	72,646	69,186	-4.8%
	3	275,156	333,550	21.2%	299,816	353,956	18.1%	314,062	350,278	11.5%	323,228	360,802	11.6%	1,212,262	1,398,586	15.4%
	4	302,586	315,400	4.2%	347,394	373,398	7.5%	357,718	383,422	7.2%	342,318	366,150	7.0%	1,350,016	1,438,370	6.5%
	5	528,034	519,774	-1.6%	563,562	553,610	-1.8%	532,208	541,898	1.8%	533,498	538,848	1.0%	2,157,302	2,154,130	-0.1%
	6	48,792	45,518	-6.7%	66,272	60,780	-8.3%	63,364	61,004	-3.7%	55,370	56,640	2.3%	233,798	223,942	-4.2%
	7	85,998	81,366	-5.4%	86,256	87,986	2.0%	85,358	88,452	3.6%	89,086	88,288	-0.9%	346,698	346,092	-0.2%
	8	49,248	50,314	2.2%	58,150	58,934	1.3%	56,470	56,350	-0.2%	56,588	54,614	-3.5%	220,456	220,212	-0.1%
	Total	1,302,412	1,358,158	4.3%	1,441,418	1,507,852	4.6%	1,434,106	1,504,874	4.9%	1,415,242	1,479,634	4.5%	5,593,178	5,850,518	4.6%
Yonkers (Westchester County) (I-87) (b)	2	4,095	3,477	-15.1%	6,269	5,907	-5.8%	8,365	7,412	-11.4%	4,754	4,765	0.2%	23,483	21,561	-8.2%
	3	45,724	51,609	12.9%	55,729	61,830	10.9%	59,594	65,180	9.4%	56,537	66,755	18.1%	217,584	245,374	12.8%
	4	177,066	185,628	4.8%	202,017	213,519	5.7%	210,555	220,505	4.7%	201,591	214,878	6.6%	791,229	834,530	5.5%
	5	131,110	129,613	-1.1%	155,388	150,483	-3.2%	150,704	155,627	3.3%	141,407	156,404	10.6%	578,609	592,127	2.3%
	6	18,524	17,361	-6.3%	28,574	28,322	-0.9%	27,501	26,970	-1.9%	23,370	23,961	2.5%	97,969	96,614	-1.4%
	7	26,431	25,550	-3.3%	28,469	31,354	10.1%	29,681	32,522	9.6%	27,662	33,998	22.9%	112,243	123,424	10.0%
	8	37,930	35,955	-5.2%	46,341	43,331	-6.5%	46,446	47,373	2.0%	39,907	41,083	2.9%	170,624	167,742	-1.7%
	Total	440,880	449,193	1.9%	522,787	534,746	2.3%	532,846	555,589	4.3%	495,228	541,844	9.4%	1,991,741	2,081,372	4.5%
Tappan Zee * (Rockland-Westchester) (I-87/287)	2	9,034	7,908	-12.5%	19,234	17,802	-7.4%	26,514	24,530	-7.5%	10,992	10,618	-3.4%	65,774	60,858	-7.5%
	3	77,952	91,382	17.2%	88,434	101,456	14.7%	85,122	100,238	17.8%	89,276	101,294	13.5%	340,784	394,370	15.7%
	4	156,718	158,822	1.3%	194,756	202,222	3.8%	200,888	210,236	4.7%	176,638	186,280	5.5%	729,000	757,560	3.9%
	5	285,544	277,976	-2.7%	328,016	320,160	-2.4%	306,274	311,038	1.6%	290,854	310,160	6.6%	1,210,688	1,219,334	0.7%
	6	25,906	25,472	-1.7%	33,214	33,654	1.3%	32,704	34,182	4.5%	28,312	29,442	4.0%	120,136	122,750	2.2%
	7	34,360	31,948	-7.0%	38,856	39,134	0.7%	37,182	39,822	7.1%	33,990	40,416	18.9%	144,388	151,320	4.8%
	8	19,834	20,220	1.9%	27,282	31,156	14.2%	28,556	30,920	8.3%	23,962	26,732	11.6%	99,634	109,028	9.4%
	Total	609,348	613,728	0.7%	729,792	745,584	2.2%	717,240	750,966	4.7%	654,024	704,942	7.8%	2,710,404	2,815,220	3.9%
Spring Valley * (Rockland County) (I-87/287)	2	7,662	7,088	-7.5%	15,874	14,862	-6.4%	24,292	23,458	-3.4%	10,930	11,040	1.0%	58,758	56,448	-3.9%
	3	124,706	131,104	5.1%	136,912	157,468	15.0%	135,564	152,524	12.5%	131,238	156,132	19.0%	528,420	597,228	13.0%
	4	115,410	117,772	2.0%	138,592	147,034	6.1%	150,348	156,342	4.0%	132,942	139,518	4.9%	537,292	560,666	4.4%
	5	187,834	189,042	0.6%	216,422	230,854	6.7%	216,982	216,242	-0.3%	202,548	215,038	6.2%	823,786	851,176	3.3%
	6	20,678	20,318	-1.7%	26,602	26,300	-1.1%	26,156	27,944	6.8%	21,968	24,596	12.0%	95,404	99,158	3.9%
	7	37,234	36,176	-2.8%	40,690	44,868	10.3%	40,606	44,344	9.2%	39,628	44,546	12.4%	158,158	169,934	7.4%
	8	24,742	21,586	-12.8%	28,720	32,916	14.6%	29,346	32,330	10.2%	28,090	28,394	1.1%	110,898	115,226	3.9%
	Total	518,266	523,086	0.9%	603,812	654,302	8.4%	623,294	653,184	4.8%	567,344	619,264	9.2%	2,312,716	2,449,836	5.9%
Harriman (Orange County) (I-87)	2	5,556	4,769	-14.2%	9,604	9,529	-0.8%	11,999	11,299	-5.8%	7,524	7,918	5.2%	34,683	33,515	-3.4%
	3	15,103	21,950	45.3%	18,267	25,378	38.9%	22,680	26,377	16.3%	23,595	26,729	13.3%	79,645	100,434	26.1%
	4	77,064	79,569	3.3%	94,367	98,802	4.7%	99,963	104,902	4.9%	87,649	95,575	9.0%	359,043	378,848	5.5%
	5	113,675	114,939	1.1%	126,751	126,780	0.0%	125,244	127,657	1.9%	125,257	127,436	1.7%	490,927	496,812	1.2%
	6	16,940	19,071	12.6%	22,381	24,105	7.7%	24,255	25,386	4.7%	21,220	23,012	8.4%	84,796	91,574	8.0%
	7	11,094	12,406	11.8%	14,560	14,679	0.8%	14,785	15,111	2.2%	14,468	15,036	3.9%	54,907	57,232	4.2%
	8	15,587	15,316	-1.7%	21,661	20,607	-4.9%	20,787	21,366	2.8%	18,236	20,547	12.7%	76,271	77,836	2.1%
	Total	255,019	268,020	5.1%	307,591	319,880	4.0%	319,713	332,098	3.9%	297,949	316,253	6.1%	1,180,272	1,236,251	4.7%
Total - All Facilities	2	38,945	35,478	-8.9%	70,949	67,288	-5.2%	96,096	90,169	-6.2%	49,354	48,633	-1.5%	255,344	241,568	-5.4%
	3	538,641	629,595	16.9%	599,158	700,088	16.8%	617,022	694,597	12.6%	623,874	711,712	14.1%	2,378,695	2,735,992	15.0%
	4	828,844	857,191	3.4%	977,126	1,034,975	5.9%	1,019,472	1,075,407	5.5%	941,138	1,002,401	6.5%	3,766,580	3,969,974	5.4%
	5	1,246,197	1,231,344	-1.2%	1,390,139	1,381,887	-0.6%	1,331,412	1,352,462	1.6%	1,293,564	1,347,886	4.2%	5,261,312	5,313,579	1.0%
	6	130,840	127,740	-2.4%	177,043	173,161	-2.2%	173,980	175,486	0.9%	150,240	157,651	4.9%	632,103	634,038	0.3%
	7	195,117	187,446	-3.9%	208,831	218,021	4.4%	207,612	220,251	6.1%	204,834	222,284	8.5%	816,394	848,002	3.9%
	8	147,341	143,391	-2.7%	182,154	186,944	2.6%	181,605	188,339	3.7%	166,783	171,370	2.8%	677,883	690,044	1.8%
	Total	3,125,925	3,212,185	2.8%	3,605,400	3,762,364	4.4%	3,627,199	3,786,711	4.7%	3,429,787	3,661,937	6.8%	12,366,000	12,736,000	4.7%

* Truck volume doubled when round trip toll is collected in one direction on (a) To Connecticut. (b) To Upstate New York.

** Buses included in Commercial Traffic.

Table 19
TRUCK VOLUME ON NEW JERSEY HIGHWAY AUTHORITY TOLL FACILITIES
 Garden State Parkway - 1998/1999

TOLL FACILITIES	CLASS	1st. Quarter			2nd. Quarter			3rd. Quarter			4th. Quarter			Total		
		1998	1999	1998/1999	1998	1999	1998/1999	1998	1999	1998/1999	1998	1999	1998/1999	1998	1999	1998/1999
Asbury	2 axle	7	6	-14.3%	19	12	-36.8%	23	17	-26.1%	13	6	-53.8%	62	41	-33.9%
	3.5 to 5 tons	908	1291	42.2%	1243	2136	71.0%	2244	1780	-20.7%	1366	1664	21.8%	5767	6871	19.1%
	5+ tons	38977	44556	14.3%	52626	56552	7.5%	52021	60716	16.7%	49723	53380	7.4%	193347	215206	11.3%
	Extra axle	22962	22264	-3.0%	25003	27564	10.2%	27476	25344	-8.4%	26885	25617	-4.7%	100194	102921	2.7%
	Truck-total	62854	68119	8.4%	78897	86264	9.3%	79632	89989	13.0%	77987	80667	3.4%	299370	325039	8.6%
Belmar	2 axle	7	20	185.7%	17	53	211.8%	24	144	500.0%	19	14	-26.3%	67	231	244.8%
	3.5 to 5 tons	13	24	84.6%	27	40	48.1%	39	15	-61.5%	14	18	28.6%	93	97	4.3%
	5+ tons	8856	8769	-1.0%	10926	11369	4.1%	11713	11121	-5.1%	9990	10002	0.1%	41485	41261	-0.5%
	Extra axle	2747	2783	1.3%	3564	4079	14.5%	3438	3875	12.7%	3275	3354	2.4%	13024	14091	8.2%
	Truck-total	11623	11596	-0.2%	14534	15541	6.9%	15214	15155	-0.4%	13298	13388	0.7%	54669	55680	1.8%
Lakewood	2 axle	11	17	54.5%	13	9	-30.8%	20	37	85.0%	13	163	1153.8%	57	226	296.5%
	3.5 to 5 tons	30	22	-26.7%	40	24	-40.0%	36	26	-27.8%	23	32	39.1%	129	104	-19.4%
	5+ tons	18628	17772	-6.9%	19679	21032	6.9%	20473	20479	0.0%	19232	19497	1.4%	76011	78780	3.6%
	Extra axle	6038	7992	32.4%	8096	10459	29.2%	9337	9704	3.9%	9327	9541	2.3%	32798	37696	14.9%
	Truck-total	22707	25803	13.6%	27827	31524	13.3%	29866	30246	1.3%	28595	29233	2.2%	108995	116806	7.2%
Lakehurst	2 axle	12	22	83.3%	16	19	18.8%	7	25	257.1%	5	68	1260.0%	40	134	235.0%
	3.5 to 5 tons	38	23	-39.5%	31	41	32.3%	43	31	-27.9%	24	38	58.3%	136	133	-2.2%
	5+ tons	16373	17246	5.3%	20020	19329	-3.5%	20220	19524	-3.4%	19214	18927	-1.5%	75827	75028	-1.1%
	Extra axle	8443	8583	1.7%	10506	9461	-9.9%	9297	8577	-7.7%	9059	10381	14.6%	37305	37002	-0.8%
	Truck-total	24866	25876	4.1%	30573	28850	-5.6%	29567	28157	-4.8%	28302	29414	3.9%	113308	112297	-0.9%
Toms River	2 axle	12	11	-8.3%	61	24	-60.7%	20	32	60.0%	11	6	-45.5%	104	73	-29.8%
	3.5 to 5 tons	700	5293	656.1%	4027	6962	72.9%	7471	6730	-9.9%	3899	4067	4.3%	15356	23793	54.9%
	5+ tons	56330	53392	-5.2%	67214	68187	1.4%	62419	72514	16.2%	61713	68726	11.4%	247676	262619	6.1%
	Extra axle	51011	50976	-0.1%	61415	61962	0.9%	67607	60356	-12.0%	64083	62743	-2.1%	236868	243288	2.7%
	Truck-total	108053	109672	1.5%	132717	137135	3.3%	129525	147624	14.0%	129706	135542	4.5%	500001	529973	6.0%
Lacey	2 axle	0	4	0.0%	2	2	0.0%	0	0	0.0%	0	2	0.0%	2	8	300.0%
	3.5 to 5 tons	24	10	-58.3%	4	18	357.1%	35	48	37.1%	11	16	45.5%	112	92	-17.9%
	5+ tons	13835	13272	-4.1%	18781	16824	-10.4%	17377	17274	-0.6%	15774	16989	7.7%	65767	64359	-2.1%
	Extra axle	6703	5785	-13.7%	7973	7942	-0.4%	9939	9526	-4.3%	7423	9967	34.3%	31625	33633	6.3%
	Truck-total	20562	19071	-7.3%	26798	24786	-7.5%	26938	27261	1.2%	23208	26974	16.2%	97506	98092	0.6%
Barnegat	2 axle	19	10	-47.4%	16	17	6.3%	36	26	-27.8%	25	9	-64.0%	96	62	-35.4%
	3.5 to 5 tons	196	986	403.1%	397	903	127.5%	704	218	-69.0%	491	81	-83.5%	1788	2188	22.4%
	5+ tons	45635	55262	21.1%	60442	65172	7.8%	62500	71146	13.8%	58207	66638	14.5%	226784	258218	13.9%
	Extra axle	39446	46035	16.7%	51915	57281	10.3%	51154	53682	4.9%	51776	45755	-11.6%	194291	202753	4.4%
	Truck-total	85296	102293	19.9%	112770	123373	9.4%	114394	125072	9.3%	110499	112483	1.8%	422959	463221	9.5%
New Gretna	2 axle	7	25	257.1%	2	2	0.0%	1	15	1400.0%	2	2	0.0%	12	44	266.7%
	3.5 to 5 tons	339	69	-79.6%	66	70	2.9%	60	81	35.0%	55	68	23.6%	522	288	-44.8%
	5+ tons	30086	23209	-22.9%	38719	43020	11.1%	38740	42226	-9.0%	34485	36648	6.3%	142030	145103	2.2%
	Extra axle	27054	43898	62.3%	33863	62622	84.9%	33276	47599	43.0%	35057	41433	18.2%	129250	195552	51.3%
	Truck-total	57486	67201	16.9%	72652	105714	45.5%	72077	89921	24.8%	69599	78151	12.3%	271814	340987	25.4%
Somers Point	2 axle	5	5	0.0%	3	0	0.0%	1	0	-100.0%	0	1	0.0%	9	6	-33.3%
	3.5 to 5 tons	14	9	-35.7%	27	12	-55.6%	9	30	233.3%	17	15	-11.8%	67	66	-1.5%
	5+ tons	7925	7900	-0.3%	11766	11431	-2.8%	10995	11906	8.3%	8563	9962	16.3%	39249	41199	5.0%
	Extra axle	3798	3367	-11.3%	4509	4529	0.4%	4274	4465	4.5%	3584	4055	13.1%	16165	16416	1.6%
	Truck-total	11742	11281	-3.9%	16305	15972	-2.0%	15279	16401	7.3%	12164	14033	15.4%	55490	57687	4.0%
Great Egg	2 axle	2	1	-50.0%	2	4	100.0%	64	8	-87.5%	4	5	25.0%	72	18	-75.0%
	3.5 to 5 tons	83	86	6.0%	141	89	-36.9%	158	196	24.1%	103	105	1.9%	498	479	-3.8%
	5+ tons	43642	45325	3.9%	57136	62647	9.6%	58131	60746	4.5%	49109	48708	-0.8%	208018	217426	4.5%
	Extra axle	29781	31974	7.4%	41537	43851	5.6%	39698	41698	5.0%	40437	39075	-3.4%	151453	156598	3.4%
	Truck-total	73508	77388	5.3%	98816	106591	7.9%	98051	102648	4.7%	89653	87893	-2.0%	360028	374520	4.0%
Cape May	2 axle	3	1	-66.7%	4	6	50.0%	19	18	-5.3%	6	9	50.0%	32	34	6.3%
	3.5 to 5 tons	185	207	11.9%	206	225	9.2%	224	211	-5.8%	154	192	24.7%	769	835	8.6%
	5+ tons	33431	34639	3.6%	47668	49603	4.1%	50735	50195	-1.1%	36546	38908	6.5%	168380	173345	2.9%
	Extra axle	15144	18553	22.5%	22716	23455	3.3%	20948	23575	12.5%	19658	19288	-1.9%	78466	84871	8.2%
	Truck-total	48763	53400	9.5%	70594	73289	3.8%	71926	73999	2.9%	56364	58397	3.6%	247647	259085	4.6%
Wildwood	2 axle	1	0	-100.0%	0	0	0.0%	0	0	0.0%	0	3	0.0%	1	3	0.0%
	3.5 to 5 tons	1	1	0.0%	2	0	-100.0%	0	0	0.0%	0	3	0.0%	3	4	33.3%
	5+ tons	793	522	-34.2%	1479	684	-53.8%	874	371	-57.6%	1406	174	-87.6%	4552	1751	-61.5%
	Extra axle	304	142	-53.3%	552	242	-56.2%	336	98	-70.8%	418	54	-87.1%	1610	536	-66.7%
	Truck-total	1099	665	-39.5%	2033	926	-54.5%	1210	469	-61.2%	1824	234	-87.2%	6166	2294	-62.8%
Total ***	2 axle	86	118	37.2%	153	146	-4.6%	215	322	49.8%	98	286	191.8%	552	872	58.0%
	3.5 to 5 tons	2507	8013	219.6%	6215	10502	69.0%	10247	10059	-1.8%	6146	6283	2.2%	25115	34857	38.8%
	5+ tons	298676	308596	3.3%	387674	409026	5.5%	388821	420944	8.3%	348188	371570	6.7%	1423359	1510136	6.1%
	Extra axle	206728	236567	14.4%	263676	305505	15.9%	288356	257458	-12.0%	263559	261296	-0.9%	991421	1091724	10.1%
	Truck-total	507997	553294	8.9%	656718	725179	10.3%	656741	719681	9.6%	617991	639453	3.5%	2440447	2637589	8.1%

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

** New Station

*** Trucks weighing 3.5 tons or less(1200.7 and 1242.9 thousand in 1999 and 1998, respectively) are excluded.

Source: New Jersey Highway Authority

Table 20 (A)

TRUCK TRAFFIC* ON NEW JERSEY TURNPIKE AUTHORITY TOLL FACILITIES

1998/1999

TOLL FACILITIES	VEHICLE CLASS(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
		1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change
Interchanges# 7A - 8	2	1,193,014	1,242,262	4.1%	1,305,469	1,358,086	4.0%	1,344,810	1,391,692	3.5%	1,309,109	1,368,240	4.5%	5,152,402	5,360,280	4.0%
through 16W - 18W	3	444,882	469,381	5.5%	513,562	531,581	3.5%	549,117	546,934	-0.4%	535,764	560,905	4.7%	2,043,325	2,108,801	3.2%
(Westerly) &17-Rt. 46	4	466,860	479,674	2.7%	509,396	527,446	3.5%	532,726	535,637	0.5%	526,482	532,892	1.2%	2,035,465	2,075,649	2.0%
(Easterly)	5	2,482,781	2,593,718	4.5%	2,676,794	2,781,012	3.9%	2,693,114	2,829,300	5.1%	2,656,790	2,851,650	7.3%	10,509,478	11,055,680	5.2%
	6	24,474	28,265	15.5%	29,622	31,556	6.5%	29,835	30,878	3.5%	29,048	29,418	1.3%	112,980	120,117	6.3%
Truck total		4,612,012	4,813,300	4.4%	5,034,843	5,229,681	3.9%	5,149,602	5,334,441	3.6%	5,057,193	5,343,105	5.7%	19,853,650	20,720,527	4.4%

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

* Two-way traffic volume

Table 20 (B)

TRUCK TRAFFIC* ON NASSAU COUNTY BRIDGE AUTHORITY TOLL FACILITY

1998/1999

TOLL FACILITIES	VEHICLE CLASS(axle)	First Quarter			Second Quarter			Third Quarter			Fourth Quarter			Total		
		1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change	1998	1999	% change
Atlantic Beach Bridge	2 **	8,766	6,064	-30.8%	9,909	6,608	-33.3%	9,107	4,723	-48.1%	7,027	6,698	-4.7%	34,809	24,093	-30.8%
	2	6,933	8,506	22.7%	9,772	11,825	21.0%	11,882	11,602	-2.4%	9,733	10,367	6.5%	38,320	42,300	10.4%
	3	1,588	1,752	10.3%	2,467	2,879	16.7%	2,786	2,415	-13.3%	2,282	2,175	-4.7%	9,123	9,221	1.1%
Truck total		17,287	16,322	-5.6%	22,148	21,312	-3.8%	23,775	18,740	-21.2%	19,042	19,240	1.0%	82,252	75,614	-8.1%

* Two-way traffic volume

** Two-axle truck/car

Table 21

ANNUAL COMMERCIAL VEHICLE REGISTRATIONS IN THE TRI-STATE REGION*

1985 to 1999

	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Bronx	10,138	10,265	10,552	10,834	10,529	10,617	9,553	6,784	6,459	6,490	6,418	6,345	8,026	8,221	8,785
Kings	27,256	27,481	28,161	29,129	30,026	30,874	27,628	20,322	19,974	19,865	19,849	14,900	18,343	18,255	19,037
New York	21,115	19,781	19,310	18,583	19,021	18,768	16,462	11,301	10,756	10,380	10,138	10,365	13,385	13,272	13,918
Queens	32,235	34,082	35,740	36,713	37,257	38,315	33,682	24,462	23,657	23,592	23,559	23,680	29,735	30,525	31,726
Richmond	5,308	5,602	5,612	5,613	5,701	5,734	5,157	3,712	3,658	3,772	3,697	3,826	4,952	5,100	5,357
New York City	96,052	97,211	99,375	100,872	102,534	104,308	92,482	66,581	64,504	64,099	63,661	59,116	74,441	75,373	78,823
Dutchess	23,549	25,611	27,172	28,026	28,102	28,932	25,896	20,419	20,054	19,854	20,796	20,999	26,665	26,327	27,201
Nassau	44,619	45,413	46,179	46,180	46,004	46,201	43,056	36,865	37,539	37,541	37,402	34,982	34,343	34,137	34,859
Orange	27,360	29,283	31,331	33,034	34,174	35,804	31,292	23,918	23,725	23,885	24,193	24,902	32,144	32,901	34,446
Putnam	5,676	5,974	6,082	6,220	6,328	6,446	5,913	4,566	4,516	4,579	4,589	4,816	6,372	6,581	6,808
Rockland	9,111	9,360	9,537	10,428	10,658	11,091	10,082	7,322	7,108	7,177	7,164	7,468	10,323	10,513	11,021
Suffolk	93,041	99,475	104,430	107,985	109,197	112,438	100,623	89,484	91,816	92,778	92,527	93,168	93,664	95,126	98,088
Westchester	46,537	47,937	48,933	52,658	51,839	53,140	45,577	25,284	25,409	26,111	26,579	26,260	26,277	26,644	27,146
New York Suburbs	249,893	263,053	273,664	284,531	286,302	294,052	262,439	207,858	210,167	211,925	213,250	212,595	229,788	232,229	239,569
Downstate NY	345,945	360,264	373,039	385,403	388,836	398,360	354,921	274,439	274,671	276,024	276,911	271,711	304,229	307,602	318,392
Bergen	67,759	72,101	76,129	85,016	92,295	97,607	99,590	101,826	109,911	116,658	123,404	130,151	138,468	142,785	151,362
Essex	50,054	53,113	57,183	59,794	63,804	67,353	67,739	68,846	74,928	78,710	82,491	86,273	90,925	96,927	101,368
Hudson	32,730	34,069	36,445	39,973	42,228	44,280	44,174	43,346	47,178	49,010	50,843	52,675	58,592	63,389	67,810
Middlesex	63,121	69,839	73,509	80,841	87,276	92,214	93,539	96,371	106,247	113,335	120,423	127,511	133,697	138,052	146,826
Monmouth	53,781	60,454	65,212	72,536	83,686	88,747	89,773	89,013	93,218	98,618	104,017	109,417	117,550	119,516	128,371
Morris	49,677	54,321	57,127	62,416	67,641	72,392	72,696	75,596	81,505	90,113	98,721	107,329	117,524	128,466	142,879
Passaic	39,319	45,070	47,452	52,312	56,691	59,770	60,394	56,239	60,285	63,352	66,419	69,486	74,178	76,639	83,083
Somerset	22,093	24,663	26,431	29,157	32,260	34,955	36,213	43,034	47,751	51,332	54,912	58,493	61,479	64,426	70,118
Union	45,919	49,175	51,888	56,912	61,437	65,411	66,313	59,083	64,471	68,559	72,646	76,734	83,679	88,403	94,823
New Jersey	424,453	462,805	491,376	538,957	587,318	622,729	630,431	633,354	685,494	729,686	773,877	818,069	876,092	918,603	986,640
Central Naugatuck	19,663	22,956	24,876	27,174	27,817	27,954	27,361	27,166	27,188	27,562	27,879	28,189	28,888	29,335	30,310
Greater Bridgeport	16,693	19,442	20,435	21,653	21,828	21,678	21,027	20,904	20,658	20,605	20,892	20,988	21,373	21,785	22,563
Housatonic Valley	16,137	18,911	20,254	21,418	21,666	21,588	20,917	20,925	20,820	21,417	21,817	21,880	22,338	22,879	23,877
South Central	39,670	46,089	49,036	52,296	53,217	52,457	50,570	50,004	49,238	49,795	50,997	51,585	52,527	53,450	55,816
South Western Valley	19,587	22,755	23,714	24,415	24,424	24,149	23,454	23,094	22,895	23,148	23,645	23,919	24,526	25,139	25,979
Valley	5,960	7,131	7,781	8,344	8,540	8,597	8,584	8,674	8,726	8,887	9,088	9,373	9,616	9,930	10,310
Connecticut	117,710	137,284	146,096	155,300	157,492	156,423	151,913	150,767	149,525	151,414	154,318	155,934	159,268	162,518	168,855
Tri-State Region	888,108	960,353	1,010,511	1,079,660	1,133,646	1,177,512	1,137,265	1,058,560	1,109,690	1,157,124	1,205,106	1,245,714	1,339,589	1,388,723	1,473,887

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

* - The data for the different states cover the following time periods: New York State and Connecticut: January 1985-December 1998.

New Jersey: July 1985-June 1998; Include buses.

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

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

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

- In New Jersey, county-level data from R.L. Polk vary considerably from statewide data reported by the New Jersey Department of Motor Vehicles.

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

Source: New York State and Connecticut Departments of Motor Vehicles; R.L. Polk Co. (i) Starting from the July 1991-June 1992 period, R.L. Polk began its new system of using a national vehicle identification number (V.I.N.) to produce its "Vehicle in Operation" database, thereby eliminating the potential of double-counting. Further publication or reproduction of the R.L. Polk data is prohibited.

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

Agency:

Port Authority of New York & New Jersey

Facilities:

George Washington, Bayonne & Goethals Bridges, Lincoln & Holland Tunnels and Outerbridge Cross

Date & Tolls:

Pre 1964

Two axle: \$0.75 Three axle: \$1.00 Four axle: \$1.50

12/64

Two axle: \$0.75 Three axle: \$1.00 Four axle: \$1.50 Five/Six axle: \$2.00

8/70#

Two axle: \$1.50 double toll Three axle: \$2.00 Extra axles: \$1.00 each additional up to \$4.00 max.

5/75

Two axle: \$2.25 double toll Three axle: \$3.00 Extra axles: \$1.50 each additional up to \$6.00 max.

1/84

Two axle: \$3.00 double toll Extra axles: \$1.50 each additional

4/87

Two axle: \$6.00 double toll Extra axles: \$3.00 each additional

4/91

Two axle: \$8.00 double toll Extra axles: \$4.00 each additional

One way toll collection effective

Agency:

Metropolitan Transportation Authority (Bridges & Tunnels)

Facilities:

Triborough, Throgs Neck, Bronx-Whitestone, Verrazano Narrows Bridges, Queens-Midtown and

Date & Tolls:

Brooklyn Battery Tunnels

1961

Two axle: \$0.25/\$0.40/\$0.60(BBT\$0.35/\$0.50/\$0.75) each way Extra axles: \$0.35 each additional

2/69

Two axle: \$0.40/\$0.60(BBT\$0.50/\$0.75) & (VNB \$0.75/\$1.00) each way Extra axles: \$0.35/\$0.50 each additional

1/72

Two axle: \$1.00(VNB \$1.50) each way Extra axles: \$0.50 each additional(VNB \$0.75)

9/75^

Two axle: \$1.50(VNB \$2.00) each way Extra axles: \$0.75(VNB \$1.00) each additional

5/80

Two axle: \$2.00 each way Extra axles: \$1.00 each additional

4/82

Two axle: \$2.50 each way Extra axles: \$1.25 each additional

1/84

Two axle: \$3.00 each way Extra axles: \$1.50 each additional

1/86

Two axle: \$4.00 each way Extra axles: \$2.00 each additional

3/87

Verrazano Narrows Bridge: Double toll effective - collected one way

7/89

Two axle: \$5.00*each way (VNB \$4.00) Extra axles: \$2.00 each additional

1/93

Two axle: \$6.00**each way (VNB \$5.00) Extra axles: \$2.50 additional for vehicles over seven axles

3/96@

Two axle: \$7.00each way (VNB \$6.00) Extra axles: \$4.00 each additional(VNB \$3.50)

^ Amended , effective 3/76

@ E-ZPass electronic toll collection effective

* 3, 4 & 5 axle trucks cost \$8.00, \$11

** 3, 4, 5 & 6 axle trucks cost \$10.00, \$12.00, \$16.00 & \$18.00 respectively.

Agency:

New York State Thruway Authority

Facilities:

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

Date & Tolls:

1959

Class 2 (2 axle truck): \$0.75 3 axles and over, from \$0.25 to \$0.75 additional

1970

Class 1 (2 axle truck): \$1.00 3 axles and over additional

2/76

Class 2 (2 axle truck): \$2.25 3 axles and over, from \$0.75 to \$3.75 additional

4/88 <

Class 2 (2 axle truck): \$3.75 Classes 3, 4, 5, 6, 7 & 8: \$5.00, \$4.50, \$10.00, \$6.25, \$7.50 & \$5.50 respectively.

< Toll rates increase during a.m. peak period (6:15 to 9:45)

Facilities:

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

Date & Tolls:

10/58

Class 2 (2 axle truck): \$0.30 3 axles and over, from \$0.05 to \$0.30 additional

2/76

Class 2 (2 axle truck): \$0.40 3 axles and over, from \$0.15 to \$0.65 additional

6/80

Class 1 (2 axle truck): \$0.40 3 axles and over additional

4/88

Class 2 (2 axle truck): \$1.50 Class 4, 3, 7 & 5: \$0.50 additional Class 6 & 8: \$2.50

Truck Toll Rates on Selected NY-NJ Tunnels & Bridges

Facilities: **Yonkers Barrier**

Date & Tolls:

1955 Class 2 (2 axle truck): \$0.30 3 axles and over, from \$0.05 to \$0.30 additional
 1959 Class1 (2 axle truck): \$0.25 round trip 3 axles and over additional
 2/76 Class 2 (2 axle truck): \$0.40 3 axles and over, from \$0.15 to \$0.65 additional
 6/80 Class1 (2 axle truck): \$0.40 round trip 3 axles and over additional
 4/88 Class 2 (2 axle truck): \$0.75 Class 4, 3, 7 & 5: \$0.25 additional Class 6 & 8: \$1.25

Facilities: **Spring Valley Barrier**

Date & Tolls:

2/76 Class 2 (2 axle truck): \$0.35 3 axles and over, from \$0.15 to \$0.60 additional
 4/88 Class 2 (2 axle truck): \$ 0.50 one way Class 3,4,& 5: \$0.25 additional Class 6 & 7 \$1.25 Class 8: \$1.00
 4/88

Facilities: **Harriman Barrier**

Date & Tolls:

1974 Class 1 (2 axle truck): \$0.30 one way 3 axles and over additional
 2/76 Class 2 (2 axle truck): \$0.45 3 axles and over, from \$0.25 to \$0.90 additional
 6/80 Class 1 (2 axle truck): \$0.50 round trip 3 axles and over additional
 4/88 Class 2 (2 axle truck): \$0.75 one way Class 4, 3, 6, 7 & 5: \$0.50 additional Class 8: \$1.25

Agency:

New York State Bridge Authority

Facilities:

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

Date & Tolls:

1945 \$0.25 each way: \$0.25 per additional axle
 1970 \$0.50 round trip: \$1.00 for vehicles with 2-axles, and more than four (4) tires
 7/89 Two axle(more than 4 tires): \$1.50 round trip Three axle: \$3.00 round trip Extra axles: \$1.00 each additional

Agency:

New Jersey Turnpike Authority

Facilities:

Exit Ramps 1 to 18

Date & Tolls:

1951 Range from \$0.15 to \$1.75 for Class 1 (2 axles) vehicles
 1975 Range from \$0.20 to \$2.25 for Class 1 (2 axles) vehicles
 1980 Range between \$0.25 to \$2.70 for Class 1(2 axles) and \$0.85 to \$10.40 for Class 6 (6 axle) vehicles, each way
 1991 Range between \$0.45 to \$4.60 for Class 1 (2 axles) and \$1.70 to \$20.80 for Class 6 (6 axles) vehicles, each way

Agency:

New Jersey Highway Authority (Garden State Parkway)

Facilities:

(12)Toll Barriers: Hillsdale, Bergen, Essex, Union, Raritan-N&S, Asbury Pk, Toms River, Barnegat, New Gretna, Great Egg and Cape May.
 (31)Toll Ramps: Paramus-N&S, Saddlebrook, Clifton-N&S, Passaic-N&S, Watchung-N&S, Bloomfield-N&S, E. Orange, Irvington-N&S, Union, Holmdel-N&S, Red Bank-N&S, Eatontown, Lakehurst-N&S, Keyport, Matawan, Belmar-N&S, Lakewood-N&S, Somers Pt and Wildwood-N&S.

Date & Tolls:

1954 & 1956 Original Barrier Tolls : \$0.25 Ramp Tolls: \$0.10/\$0.15
 5/88 \$0.25 for ramp tolls Trucks \$0.25 per axle
 4/89 \$0.35 barrier tolls Trucks \$0.35 per axle

Agency:

Nassau County Bridge Authority

Facilities:

Atlantic Beach Bridge

Date & Tolls:

1995 & 1996 2 axle truck/car: \$0.75 cash toll; 2-axle trucks: \$1.50 for cash tolls; 3-axle trucks \$2.25 cash tolls
 1997 2 axle truck/car: \$1.25 cash toll; 2-axle trucks: \$2.50 for cash tolls; 3-axle trucks \$3.75 cash tolls

EZPass Opening Dates

(As of 1999)

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
	Goethals Bridge	July, 1997
	Outerbridge Crossing	July, 1997

Operating Agency: Metropolitan Transportation Agency (Bridges & Tunnels)

Facilities: **	Triborough Bridge	August, 1996
	Bronx Whitestone Bridge	June, 1996
	Brooklyn Battery Tunnel	December, 1996
	Queens Midtown Tunnel	December, 1996
	Throgs Neck Bridge	May, 1996
	Verrazano-Narrows Bridge	October, 1995
	Henry Hudson Bridge	July, 1996
	Marine Parkway Memorial Br.	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	June, 1998
	Mid-Hudson Bridge	November, 1998
	Newburgh-Beacon Bridge	February, 1998
	Bear Mountain Bridge	May, 1998

Operating Agency: New Jersey Turnpike Authority

Facilities:	(12)Toll Barriers	To be implemented September 2000
	(31)Toll Ramps	To be implemented September 2000

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

Facilities:	Exit Ramps 1 to 18	To be implemented in year 2000
--------------------	--------------------	--------------------------------

Operating Agency: Nassau County Bridge Authority

Facilities:	Atlantic Beach Bridge	Not installed
--------------------	-----------------------	---------------

*A 10% discount is given when an EZPass account is established.

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

*** Truckers pay increased tolls at selected peak intervals.