Torres Rojas, Genara FOI#13728

From:
Sent: Tuesday, January 29, 2013 8:36 AM
To: Duffy, Daniel
Cc: Torres Rojas, Genara; Van Duyne, Sheree
Subject: Freedom of Information Online Request Form

Information:

First Name: Tonya
Last Name: Strunk
Company: Personal
Mailing Address 1:
Mailing Address 2:
City:
State:
Zip Code:
Email Address:
Phone:
Required copies of the records: No

List of specific record(s):
I simply would like to know what the toll amounts for the George Washington Bridge have been from the opening in 1931 and subsequent increases to the present for a project I am working on.

THE PORT AUTHORITY OF NY & NJ

Daniel D. Duffy
FOI Administrator

February 25, 2013

Ms. Tanya Strunk

Re: Freedom of Information Reference No. 13728

Dear Ms. Strunk:

This is a response to your January 29, 2013 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code") for copies of records related to what the toll amounts for the GWB have been from the opening in 1931 and subsequent increases to the present.

Material responsive to your request and available under the Code can be found on the Port Authority's website at http://www.panynj.gov/corporate-information/foi/13728-O.pdf. Paper copies of the available records are available upon request.

Please refer to the above FOI reference number in any future correspondence relating to your request.

Very truly yours,

Daniel D. Duffy
FOI Administrator

225 Park Avenue South
New York, , NY 10003
T: 212 435 3642 F: 212 435 7555

REPORT OF OPERATIONS COMMITTEE

Meeting of March 8, 1952

PRESENT: Commissioner A. J. Shamberg, Chairman; Commissioner Schuyler N. Rice; Commissioner Joseph G. Wright; Commissioner Ira R. Crouse; Chairman John F. Galvin; Messrs. J. E. Ramsey, General Manager and Billings Wilson, Assistant General Manager.

REVISION OF TOLL RATES - STATEN ISLAND BRIDGES:

The Committee received a report from the Assistant General Manager in Charge of Operations, which was concurred in by the General Manager, recommending the following rate changes on the three Staten Island bridges, effective April 1st, so that the increased competition from local ferries brought about by reduction in their rates may be met more adequately:

a. Establishment of a flat 50¢ rate on all pleasure cars and trucks of 2 tons and under.

b. Establishment of a flat 75¢ combination rate on all pleasure cars.

c. Reduction from 90¢ to 75¢ in combination rates between the Bayonne and Arthur Kill bridges on trucks of 2 tons and under.

d. Elimination of 60 trip, passenger automobile commutation book at $15.00 and reduction in cost of 26-trip book from $8.00 to $6.00.

e. Reduction from 45¢ to 40¢ per trip on commutation rates of all light trucks of 2 tons and under.

f. Reduction of requirements on all truck commutation tickets from 100 to 50 trips per month.

Recommendation approved. Resolution for adoption.

SUPPLEMENTAL SIGN AND ADVERTISING PROGRAM:

The Assistant General Manager in Charge of Operations submitted a report, which was concurred in by the General Manager, recommending a program for the erection of additional signs and billboards and the publication of certain advertising literature, maps, etc., for the purpose of more adequately advertising all Port Authority crossings. The cost for carrying out the sign and billboard program is approximately $23,000. Additional advertising literature, maps, etc., will cost approximately $2,500. Recommendation approved. Resolution for adoption.

Respectfully submitted,

Chairman

MINUTES OF MEETING OF
COMMITTEE ON OPERATIONS
Tuesday, October 30, 1934
4:00 P.M.

ENT:

Hon. Ira R. Crouse, Vice-chairman
Hon. A. J. Shamberg
Hon. Frank C. Ferguson
Committee Members.
Hon. Rudolph Reimer

Mr. J. E. Ramsey, General Manager
Mr. J. J. Mulcahy, Assistant General Manager
Mr. Billings Wilson, Assistant General Manager
Mr. H. S. Quigel, Real Estate Agent
Mr. Marion Rodgers, Auditor
Mr. E. M. Barradale, Supt. of Tunnel Operation
Mr. A. C. Davis, Asst. Supt. of Holland Tunnel
Mr. S. Cumberledge, General Supt. of Bridges
Inspector C. F. Cahalane
Mr. D. K. Milligan
Mr. Philip Hunter, Chief Clerk.

Uniform Tolls Schedule - All Crossings

The Assistant General Manager in Charge of Operations reported to Committee that in the opinion of the staff, toll rates on all crossings, ld be made uniform. The only changes needed to accomplish this will be certain of the rates applying to three and four-axle vehicles.

He further reported that to complete the program certain minor nges in commutation and combination rates affecting three-axle vehicles l be necessary to harmonize with the proposed new base rates.

Approved and referred to the Board.

Reduction of Pedestrian Toll - George Washington Bridge

The General Manager recommended to the Committee that the pedestrian l rate at the George Washington Bridge be reduced from 10 to 5 cents.

He reported that revenues from pedestrian users now practically lled investment in pedestrian facilities; that curiosity traffic, on which 10 cent rate placed no unusual burden, had disappeared to a great extent; e bus traffic was now established solidly enough, so that a reduction in strian toll would not affect it.

He further reported that he anticipated that a bill similar to that roduced by Congressman Kenny in the last session of Congress for the elimina- of pedestrian tolls on interstate crossings would be introduced in the ing Congress, and that if pedestrian tolls were reduced to 5 cents, the Port hority would be in a better position to argue against the passage of such a , than if the toll rate remained at 10 cents.

In view of these facts, the General Manager requested that the Committee rove the reduction of pedestrian toll.

Approved and referred to the Board.

Snow Carting Contract - Holland Tunnel

The Assistant General Manager in Charge of Operations reported to the mittee that it is necessary to enter into a contract for the removal of snow truck from the plazas of the Holland Tunnel and requested that authority be n to advertise for bids and to award the contract to the lowest qualified der.

Approved and referred to the Board.

Snow Plowing Contract - Holland Tunnel and George Washington Bridge

The Assistant General Manager in Charge of Operations reported to the mittee that it is necessary to supplement regular equipment at the Holland nel and the George Washington Bridge, by trucks of an outside contractor, snow plowing at these two facilities. He stated that in the past a selected t of truckmen ha[illegible] requested by letter to submit bids for this work, and mmended that the same procedure be followed this year. He recommended that hority be given to enter into a letter agreement with the lowest qualified der.

Approved and referred to the Board.

Holland Tunnel - Employment of Heavy Maintenance Gang (Bridge Painters) during Winter Months

The Assistant Superintendent of Holland Tunnel reported that in line h policy established in 1955, certain maintenance work has been deferred at Holland Tunnel and the bridges during the summer months of 1954, in antici- ion of the use of the personnel of the bridge painting gang during the coming ter. He stated that by handling the Holland Tunnel maintenance program in s manner, it is possible to effect a saving of 8 men in the regular Holland nel maintenance gang (vacancies not filled), and also to provide continuous

MINUTES OF MEETING OF
COMMITTEE ON OPERATIONS
December 10, 1957

PRESENT:

Hon. Howard S. Cullman, Chairman
Hon. Ira R. Crouse, Vice-Chairman
Hon. A.J. Shamberg
Hon. Joseph M. Byrne, Jr.
Hon. Michael F. Walsh
Committee Members

Mr. T. E. Ramsey, General Manager
Mr. Julius Henry Cohen, General Counsel
Mr. Billings Wilson, Assistant General Manager
Mr. John J. Mulcahy, Assistant General Manager
Mr. H. S. Quigel, Real Estate Agent
Mr. Walter P. Hedden, Chief, Bureau of Commerce
Mr. Sydney Cumberledge, General Superintendent of Bridges
Mr. Leander I. Shelley, Assistant General Counsel
Mr. A. J. Tobin, Assistant General Counsel
Mr. P. L. Gerhardt, Industrial Consultant
Mr. Cornelius F. Cahalane, Police Consultant
Mr. Philip Hunter, Chief Clerk

1. Traffic Rules and Toll Rates

The Assistant General Manager (Operations) reported that it would be desirable to make certain minor changes in the existing toll rates for Port Authority crossings as follows:

(1) Make the use of combination tickets applicable over any of the three Staten Island crossings in combination with any of the three North River crossings.
(2) Make combination rates for all classes uniform.
(3) Extend time limit on combination tickets from two hours to 8:00 a.m. on the day following date of sale.
(4) Provide that bus commutation be good for one month from date of purchase.

Due to this he reported that it would be necessary for the Board to adopt a revised toll schedule reflecting these proposed changes.

In addition he informed the Committee that it would be necessary to reprint Traffic Rules and Toll Rates leaflets so as to inform the public of changes in the toll schedule. To do this he reported would involve a cost of approximately $1,000 and recommended that the Committee recommend to the Board that such expenditure be authorized.

Lincoln Tunnel Bus Fares

The General Manager reported that under date of November 15th he had received from Mr. John H. Schuster, Chairman of Tunnel, Zoning and Codes Committee of the Township of Weehawken, a communication requesting that the Port Authority reduce bus fares through the Lincoln Tunnel, particularly during rush or peak hours.

The Committee gave careful consideration to this request of Mr. Schuster, and after due deliberation directed the General Manager to prepare and deliver to Mr. Schuster an appropriate letter declining his request.

George Washington Bridge - Tolls

General Counsel reported for the information of the Committee that the Borough of Fort Lee filed a complaint in July with the Secretary of War requesting an investigation of the George Washington Bridge toll rates on the ground that the tolls charged buses are "particularly exorbitant" and that "the revenues of the bridge are used to amortize bonded debt of the Port Authority utilities which are not self-supporting.".

He further reported that the Port Authority summarized the facts with respect to the George Washington Bridge revenues and their disposition to the Secretary of War, who denied the Borough's application. The complete opinion of the Secretary of War has now been made available. It is based upon the conclusion that the existing determinations of the Port Authority with reference to tolls call for no revision by the Secretary of War.

The Committee directed the General Manager to bring this item to the attention of the Board at its next meeting for its information only.

Use of Commerce Hall

The Industrial Consultant reported that in his opinion, based upon commitments already received and those anticipated, indicating a possible revenue of as much as $68,000 for the year 1958 for Commerce Hall, that facility should be continued as an exposition center for the year 1958 and to April 1959.

Accordingly, acting upon recommendation of the Industrial Consultant, Committee determined to recommend to the Board that it authorize continuance of Commerce Hall on the 2nd floor of Port Authority Commerce Building as an exposition center to April 1959.

Private Power Plant vs. Contract with Consolidated Edison Company for Port Authority Commerce Building

The Industrial Consultant reported upon results of studies carried on by the staff and Mr. Percival Robert Moses with respect to economic

MINUTES OF JOINT MEETING OF
COMMITTEES ON FINANCE, OPERATIONS,
AND PROGRAM AND WORK
Thursday, May 9, 1940

PRESENT:

Hon. Frank C. Ferguson
Hon. Howard S. Gullman
Hon. John Borg
Hon. A. J. Rhomberg
Hon. Joseph N. Byrne, Jr.
Hon. Rudolph Reimer
Hon. Frank J. Taylor
Committee Members

Mr. J. H. Hassey, General Manager
Mr. Julius Henry Cohen, General Counsel
Mr. Billings Wilson, Assistant General Manager
Mr. Philip Hunter, Chief Clerk

1. Bus Tolls

Assistant General Manager read to the Committee letter of April 18, 1940, addressed to Chairman Ferguson by Mr. H. B. Boylan, Vice-President in charge of operations, of the Public Service Interstate Transportation Company, in which request was made that the Port Authority give consideration to a lowering of the bus tolls on its interstate vehicular crossings. The subject was carefully gone into by the Committee and the staff, after which the Joint Committee determined to refer the subject to the Program and Work Committee because of the relation of the subject to the general suburban rapid transit survey which is now in the hands of that Committee.

2. Pedestrian Tolls - Port Authority Bridges

The Assistant General Manager reported that the staff had given consideration to the elimination of pedestrian tolls at Port Authority bridges. He informed the Committee that at the present time, under the present five cent pedestrian toll at the George Washington Bridge, the total annual income from this source is approximately $8,000, and that the cost to the Port Authority for collecting the tolls is approximately equal to the income. Pedestrian tolls at other Port Authority bridges are negligible.

For this reason and as a public relations gesture to make access for children to the Palisades Interstate Park, Assistant General Manager recommended that the Committee recommend to the Board that it authorize the General Manager to discontinue the collection of pedestrian tolls on the Port Authority bridges as soon as it appears to him desirable to do so.

APPROVED: _____
Chairman

THE PORT OF NEW YORK AUTHORITY
80-90 Eighth Avenue
New York City.

September 18, 1930

MINUTES OF MEETING OF OPERATING COMMITTEE SEPTEMBER 18th.

1. Operating Department presented report requesting authorization to expend approximately ten thousand dollars ($10,000) for testing toll collection and vehicle recording equipment for the Hudson River and Bayonne bridges. Various types of toll registers, traffic recorders, visual indicators, etc. will be tested, individually and in combination, for the purpose of developing equipment superior to anything now in use in the matter of safeguarding tolls and producing substantial economies in operation. Tests will be conducted on Goethals Bridge during the next six months and expense thereof charged to Hudson River Bridge construction account.

Committee approved the proposed expenditure.

2. The Operating Department recommended certain changes in toll rates at the Arthur Kill bridges, necessary in connection with the installation of the new toll collection and vehicle recording devices to be tested in the immediate future. The proposed changes will reduce the rate on pleasure cars with trailer from $1.00 to 90 cents and will increase the rate on six-wheel equipment (tractor and trailer, six-wheel trucks and six-wheel buses) from $1.00 to $1.10. The amount of traffic involved in these classifications is small.

The Committee approved the program for the changes in toll rates.

3. The Operating Department reported that the new tellers cage is now in operation on the New York entrance plaza of the Holland Tunnel and that the the old, temporary tellers cage,- (a single story, frame building 10' x 18', three years old) is no longer needed and should be removed from the plaza as it is interfering with operations. Unsuccessful efforts have been made to sell this building. Authority was requested to remove and/or destroy same, as having no value, which recommendation the Committee approved.

4. The Operating Department reported that certain changes in operating practices at the Holland Tunnel have resulted in more efficient operation and now make it possible to reduce the Holland Tunnel police force by letting 10 men go. The Committee, after extended discussion, decided that in view of the general unemployment situation, and the probable need for these men in connection with the operation of the Hudson River and Bayonne bridges next year, that it was not desirable to make this reduction in force at this time.

Respectfully submitted,

Billings Wilson
Assistant General Manager
in Charge of Operations

Approved:

General Manager

MINUTES OF MEETING OF OPERATING COMMITTEE SEPTEMBER 18th.

Approved by Operating Committee:

A. J. Shamberg, Chairman of Committee

W. C. Heppenheimer, Commissioner

John F. Murray, Commissioner

J. G. Wright, Commissioner

Ira R. Crouse, Commissioner.

MINUTES OF MEETING OF
COMMITTEE ON OPERATIONS
June 8, 1957
at Downtown Luncheon Club

ENT:

Hon. Howard S. Cullman, Chairman
Hon. Ira R. Grouse, Vice Chairman
Hon. Joseph M. Byrne, Jr.
Hon. Michael F. Walsh
Committee Members

Mr. John E. Ramsey, General Manager
Mr. Billings Wilson, Assistant General Manager

olland Tunnel - Special Handling
of Newark Airline Buses.

General Manager reported for the information of the Committee that on request of Grand Central Cadillac Renting Corp. an exception had been de to Port Authority rules covering handling of traffic at Holland Tunnel to mit Newark Airline buses of the aforementioned company to be routed through open lane on the New York Plaza of the Holland Tunnel during rush hours, r the purpose of expediting movement of airline passengers.

duction of Bicycle Toll Rates -
All Bridges.

The Committee considered information submitted by the staff that nges in expansion joints plates in the George Washington Bridge roadway now ing undertaken will make it impossible for bicycles to move over expansion nts without possibility of tire or wheel being caught in the openings.

Acting upon recommendation of staff, Committee determined to recom- d to Board that hereafter bicycles be required to move over sidewalks of rge Washington Bridge propelled by hand and not ridden, and that toll rate same be reduced from 25¢ to 5¢ which is the present charge for pedestrians.

Committee also determined to recommend that the toll rate for bicycles the Staten Island Bridges be reduced to 5¢ in the interest of uniformity.

land Tunnel and All Bridges -
continuance of Special Service Charges.

The General Manager reported to the Committee that during 1956 revenue special service charges for towing, changing tires, sale of gas, etc. was 79.50. He further informed the Committee that there was growing criticism these charges as a result of propaganda which it is believed is emanating the ferries regarding the amount and purpose of the charges.

erations)

RESOLVED, that the Executive Director be and he hereby is authorized to approve requiring a performance bond on said contract if in his opinion the financial condition or experience of the contractor, the nature of the work to be performed, or any other circumstances make such bond advisable; and it is further

RESOLVED, that the Secretary be and he hereby is authorized to file the copy of said contract now before this meeting in and as part of his official records until such time as the fully executed copy thereof is deposited with such records.

Vehicular Crossings - Revision of Toll Rates

It was reported that the charge for a combination toll ticket for 4-axle tractor trailers is now $2.50 for the sum of a single trip toll plus $1.00, a 66-2/3% increment over a single trip toll. The increment in combination rates covering other vehicle classifications ranges between 25% and 50% of the basic single trip toll. It is proposed to bring the combination rate for 4-axle tractor trailers within the range of the other classifications by establishing a combination rate of $1.90 for tractor trailers.

It was recommended that the Committee establish this rate.

The Committee has the power to take this action pursuant to the provisions of Article XI, Paragraph D-2 of the By-laws.

Whereupon, the following resolution was unanimously adopted:

RESOLVED, that the resolution of the Board of Commissioners of the Port of New York Authority, establishing tolls for the use of vehicular crossings, adopted on May 8, 1947 (appearing at pages 114, et seq. of the Official Minutes of that date), as amended by resolution adopted February 10, 1948 (appearing at page 35 of the Official Minutes of that date), by resolution adopted January 12, 1950 (appearing at pages 2, et seq. of the Official Minutes of that date), by resolution adopted June 14, 1951 (appearing at pages 212, et seq. of the Official Minutes of that date), by resolution adopted August 9, 1951 (appearing at pages 245, et seq. of the Official Minutes of that date), and by resolution adopted January 14, 1954 (appearing at page 23 of the Official Minutes of that date), be and the same is hereby amended by deleting therefrom the present charge for a combination ticket for Class 9 vehicles and substituting in lieu thereof a charge of $1.90 effective January 1, 1956.

Approved:

Chairman

MINUTES OF MEETING OF
COMMITTEE ON OPERATIONS
December 10, 1957

PRESENT:

Hon. Howard S. Cullman, Chairman
Hon. Ira R. Crouse, Vice-Chairman
Hon. A.J. Shamberg
Hon. Joseph M. Byrne, Jr.
Hon. Michael F. Walsh
Committee Members

Mr. T. E. Ramsey, General Manager
Mr. Julius Henry Cohen, General Counsel
Mr. Billings Wilson, Assistant General Manager
Mr. John J. Mulcahy, Assistant General Manager
Mr. H. S. Quigel, Real Estate Agent
Mr. Walter P. Hedden, Chief, Bureau of Commerce
Mr. Sydney Cumberledge, General Superintendent of Bridges
Mr. Leander I. Shelley, Assistant General Counsel
Mr. A. J. Tobin, Assistant General Counsel
Mr. P. L. Gerhardt, Industrial Consultant
Mr. Cornelius F. Cahalane, Police Consultant
Mr. Philip Hunter, Chief Clerk

1. Traffic Rules and Toll Rates

The Assistant General Manager (Operations) reported that it would be desirable to make certain minor changes in the existing toll rates for Port Authority crossings as follows:

(1) Make the use of combination tickets applicable over any of the three Staten Island crossings in combination with any of the three North River crossings.
(2) Make combination rates for all classes uniform.
(3) Extend time limit on combination tickets from two hours to 8:00 a.m. on the day following date of sale.
(4) Provide that bus commutation be good for one month from date of purchase.

Due to this he reported that it would be necessary for the Board to adopt a revised toll schedule reflecting these proposed changes.

In addition he informed the Committee that it would be necessary to reprint Traffic Rules and Toll Rates leaflets so as to inform the public of changes in the toll schedule. To do this he reported would involve a cost of approximately $1,000 and recommended that the Committee recommend to the Board that such expenditure be authorized.

Lincoln Tunnel Bus Fares

The General Manager reported that under date of November 15th he had received from Mr. John H. Schuster, Chairman of Tunnel, Zoning and Codes Committee of the Township of Weehawken, a communication requesting that the Port Authority reduce bus fares through the Lincoln Tunnel, particularly during rush or peak hours.

The Committee gave careful consideration to this request of Mr. Schuster, and after due deliberation directed the General Manager to prepare and deliver to Mr. Schuster an appropriate letter declining his request.

George Washington Bridge - Tolls

General Counsel reported for the Information of the Committee that the Borough of Fort Lee filed a complaint in July with the Secretary of War requesting an investigation of the George Washington Bridge toll rates on the ground that the tolls charged buses are "particularly exorbitant" and that "the revenues of the bridge are used to amortize bonded debt of the Port Authority utilities which are not self-supporting."

He further reported that the Port Authority summarized the facts with respect to the George Washington Bridge revenues and their disposition to the Secretary of War, who denied the Borough's application. The complete opinion of the Secretary of War has now been made available. It is based upon the conclusion that the existing determinations of the Port Authority with reference to tolls call for no revision by the Secretary of War.

The Committee directed the General Manager to bring this item to the attention of the Board at its next meeting for its information only.

Use of Commerce Hall

The Industrial Consultant reported that in his opinion, based upon commitments already received and those anticipated, indicating a possible revenue of as much as $68,000 for the year 1938 for Commerce Hall, that facility should be continued as an exposition center for the year 1938 and to April 1939.

Accordingly, acting upon recommendation of the Industrial Consultant, Committee determined to recommend to the Board that it authorize continuance of Commerce Hall on the 2nd floor of Port Authority Commerce Building as an exposition center to April 1939.

Private Power Plant vs. Contract with Consolidated Edison Company for Port Authority Commerce Building

The Industrial Consultant reported upon results of studies carried on by the staff and Mr. Percival Robert Moses with respect to economic

July 9, 1970

Vehicular Crossings - Revisions to Tolls Structure to Provide for One-Way Collection

The Deputy Executive Director recommended that the Board approve certain revisions to the Schedule of Tolls and Rules and Regulations Governing Port Authority Vehicular Crossings, which are necessary to effectuate the proposed system for collection of tolls in the eastbound direction only, which will be put into effect by the New York State Thruway Authority on the Tappan Zee Bridge, the New York State Bridge Authority on its five bridges, subject to the approval of their Boards, and the Port Authority, subject to the approval of this Board.

The region-wide system of eastbound toll collection on Trans-Hudson vehicular facilities will markedly facilitate the flow of traffic on these bridges and tunnels without loss of revenues. No penalty will be imposed on users of the Port Authority facilities since over 99% of them make round trips on these facilities. The one-way collection system will increase the economy and efficiency of bridge and tunnel operations as well as expedite traffic flows.

Whereupon, the following resolution was moved for adoption by Commissioner Ammidon, the motion being seconded by Commissioner Sternkopf:

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for use of vehicular crossings, adopted on May 8, 1947 (appearing at pages 114 et seq. of the Official Minutes of that date), as subsequently amended, be and the same hereby is amended, effective August 12, 1970, to read as follows:

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles and animals shall be classified as follows:

Class 1: Shall include the following vehicles having two axles; Passenger automobiles unless they form parts of combinations included in Class 7, hearses, ambulances, commercial limousines, taxicabs and animal drawn vehicles.

Class 2: Shall include motorcycles, with or without side cars, unless such motorcycles form parts of combinations included in Class 7; and animals ridden, led or herded and not drawing vehicles.

Class 3: Shall include omnibuses.

Class 4: Shall include the following vehicles having no more than two axles unless such vehicles form parts of combinations included in Classes 7, 8, 9 and 11: Trucks with capacity not in excess of 2 tons, having one wheel at each end of the rear axle; tractors; chassis; and trailers or semi-trailers with a capacity not in excess of 2 tons.

Class 5: Shall include the following vehicles having no more than two axles, unless such vehicles form parts of combinations included in Classes 7, 8, 9 and 11: Trucks with a capacity in excess of 2 tons but not in excess of 5 tons; trucks with a capacity not in excess of 2 tons, having more than one wheel at each end of the rear axles; and trailers or semi-trailers with a capacity in excess of 2 tons but not in excess of 5 tons.

Class 6: Shall include the following vehicles having no more than two axles, unless they form parts of combinations included in Classes 7, 8, 9 and 11: Trucks with a capacity in excess of 5 tons; and trailers or semi-trailers with a capacity in excess of 5 tons.

Class 7: Shall include combinations consisting of motorcycles or passenger automobiles having two axles and trailers or semi-trailers.

Class 8: Shall include all vehicles other than omnibuses having three axles, unless they form parts of combinations included in Classes 9 and 11.

Class 8 shall also include combinations consisting of trucks or tractors and semi-trailers, the combinations having three axles.

Class 9: Shall include all vehicles other than omnibuses having four axles, unless they form parts of combinations included in Class 11.

Class 9 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having four axles.

Class 11: Shall include all vehicles having five or six axles.

Class 11 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having five or six axles.

and it is further

RESOLVED, that (except as hereafter provided in the case of ticket books) the following tolls shall be charged per eastbound trip for the use of vehicular crossings, no tolls to be collected for westbound passage:

(a) Vehicles included in Class 1 . . . . . $1.00 each
(b) Vehicles and animals included in Class 2 . . . . . .50 each
(c) Vehicles included in Class 3 . . . . . 2.00 each
(d) Vehicles included in Class 4 . . . . . 1.00 each
(e) Vehicles included in Class 5 . . . . . 1.50 each
(f) Vehicles included in Class 6 . . . . . 2.00 each
(g) Combination of vehicles included in Class 7 . . . . . 1.50 per Combination
(h) Vehicles included in Class 8 . . . . . 2.00 each
(i) Combinations of vehicles included in Class 8 . . . . . 2.00 per Combination
(j) Vehicles included in Class 9 . . . . . 3.00 each
(k) Combinations of vehicles included in Class 9 . . . . . 3.00 per Combination
(l) Vehicles included in Class 11 . . . . . 4.00 each
(m) Combinations of vehicles included in Class 11 . . . . . 4.00 per Combination

and be it further

RESOLVED, that the Executive Director be and he hereby is authorized to issue toll scrip in appropriate denominations which he deems appropriate and which may be purchased in lots of 25 per denomination, acceptable at bridges and tunnels at face value in payment of the tolls above provided for any class of vehicle, said scrip to be sold at a reduction of 10%; said scrip will be accepted if detached but no change in any form will be given when scrip is tendered; and be it further

RESOLVED, that the Executive Director is hereby authorized to arrange for the sale of books containing 12 tickets, good for passage over or through any bridge or tunnel for Class 1 vehicles, at the following rates and upon the following conditions, and that such tickets shall be acceptable in lieu of the tolls provided for Class 1 vehicles using the said bridges and tunnels:

The charge for such book shall be $9.60.

The books shall be valid to and including December 31 of the second year following the calendar year during which issued.

Said tickets are usable by any person in possession thereof, but shall be detached from the book in the presence of the toll collector only, and shall not be transferred between two or more vehicles on the tolls plazas;

and be it further

RESOLVED, that the Executive Director is hereby authorized to arrange for the sale of books containing 20 tickets good for passage over or through any bridge or tunnel, for passenger automobiles, at the following rates and upon the following conditions, and that such tickets shall be accepted in lieu of tolls provided for a trip for passenger automobiles using the said vehicular crossings:

The charge for such book shall be $10.

Said books shall be valid only for 35 days including the date of issue thereof, except that books purchased at toll booths of any bridge or tunnel shall be valid only for 30 days including the date of issue thereof.

and be it further

RESOLVED, that the Executive Director be and he hereby is authorized to arrange for the sale of the books of tickets hereinabove provided for, by designated sales agents, upon such terms and conditions as shall be reasonable and desirable;

and be it further

RESOLVED, that the findings and determinations made and rules promulgated by the Executive Director, pursuant to the resolution of the Board of Commissioners adopted May 8, 1947, with regard to prohibited vehicles, be and the same are hereby amended, effective August 12, 1970, by amending Section 7 thereof to read as follows:

"7. No special permit shall be issued in accordance with the provisions of Rules 4, 5 and 6 hereof except upon the payment of the following inspection and protection charges in addition to the regular prescribed tolls for the use of bridges or tunnels:

(a) If the inspection is made on Port Authority property, a charge equal to one half the regular prescribed toll for the vehicle inspected.

(b) If the inspection is made within the Port of New York District but not on Port Authority property, a charge of five dollars ($5.00) plus an amount equal to one half the regular prescribed toll for the vehicle inspected.

(c) If the inspection is made elsewhere, a charge equal to the actual expenses incurred by the Port Authority in making the inspection plus an amount equal to one half the regular prescribed toll for the vehicle inspected."

and be it further

RESOLVED, that the findings and determinations made and rules promulgated by the Executive Director, pursuant to the resolution of the Board of Commissioners adopted May 8, 1947, with regard to the transportation of explosives and other dangerous articles on Port Authority bridges, be and the same are hereby amended, effective August 12, 1970, by amending Section 4(2)(b) thereof to read as follows:

> "the payment of an additional charge equal to one-half the normal toll is made."

With the following result:

AYES: Kellogg, Ammidon, Stillman, Hein, Sternkopf, Hellmuth, Jones, Axtell

NOES: None

Carried.

Whereupon, the meeting was adjourned.

_____

Secretary

Modification of Toll Rate Schedule for Vehicular Crossings

It was reported to the Board that the automobile cash toll of $1 per round trip has been constant since each of the vehicular crossings was first opened to traffic, starting with the Holland Tunnel in 1927. Since 1950, motorists making frequent use of crossings have been able to purchase books of passenger automobile reduced rate tickets. One book provides 20 tickets good for 35 days at a 50% discount from the $1 cash toll, and the other provides 12 tickets, good for two years, at a 20% discount. Such reduced rates were instituted at a time when there was unused capacity at Port Authority crossings and toll revenues were rising steadily. However, in recent years toll revenues from Port Authority crossings have not kept pace with the rising costs of capital improvements and operating expenses with the result that the existing toll structure no longer provides adequate revenues to the Port Authority. Furthermore, additional revenues guaranteed by toll adjustments will facilitate the Port Authority's ability to continue to operate and to improve the present PATH system, the Port Authority Bus Terminal and to proceed with its required expansion by 50% of its present capacity and to continue its work on the effectuation of the extension of PATH to Plainfield, New Jersey, the Kennedy International Airport rail service project and the project for providing additional direct rail service to Penn Station, New York for New Jersey commuters. It should be noted as well that the PATH deficit has risen from $5 million annually to $33 million annually in 1974. It is necessary for the Authority as a self-supporting agency, particularly since its role in mass transportation has been expanding, to adjust the toll structure so as to continue its ability to maintain and finance its facilities and to maintain the sound financial standing of the Authority and its obligations.

Furthermore, in recent years, Federal, state and local governments have sought to reduce inefficient and unnecessary automobile usage because of concerns over highway congestion, deteriorating public transit facilities, air pollution, and most recently, the need to conserve fuel. To this end, public agencies, including the Port Authority, are underwriting substantial subsidies to foster public transportation. It is no longer in the public interest to offer special inducements to individual motorists who choose to drive to work. There is general agreement on all levels of government that commuters should be encouraged to make maximum use of public transportation or to form carpools where public transit is not reasonably available. There is also general agreement in light of energy and environmental considerations to discourage avoidable automobile usage. At

the same time the continued operation and development of mass transportation facilities is universally recognized as a key component of programs to ameliorate environmental and energy concerns.

To further encourage the use of mass transportation facilities there would be no increase in bus tolls.

In light of the foregoing, it was recommended that, effective May 5, 1975, passenger automobile tolls be increased by 50% and the sale of existing 50% and 20% reduced rate ticket books be discontinued. Nevertheless, reduced rate ticket books outstanding as of that date would continue to be honored until their expiration dates. It was further recommended that the classification of trucks be modified and the toll schedule applicable thereto be increased. It was also recommended that, effective May 5, 1975, a new reduced rate toll for carpools, available through the purchase of books of tickets, be instituted for passenger automobiles occupied by three or more persons providing a 66-2/3% discount from the $1.50 automobile cash toll. To discourage purchase of tickets for the occasional leisure-oriented crossing and promote purchase for the frequent commute-to-work crossing, the carpool ticket book costing $30 will contain 60 tickets valid only for six months in addition to the month of purchase. The valid period will run from 10:00 p.m. on Sunday to 2:00 a.m. on Saturday which will also accommodate carpoolers on late night shifts. However, the carpool tickets will not be valid between 2:00 a.m. and 10:00 p.m. on the following six holidays: New Year's Day, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas, provided such holidays do not fall on a Monday or Friday. If the holiday immediately precedes or follows a Saturday-Sunday weekend, the ticket would not be valid from 2:00 a.m. on the first day of the combined holiday and weekend period until 10:00 p.m. on the last day of the period. The purchase of scrip at a 10% discount, including truck scrip, will be continued under the new schedule.

The increase in the passenger automobile and truck tolls and the discontinuance of existing 50% and 20% discounts and provision of the reduced rate for carpools is estimated to produce an increase in revenues of approximately $39 million annually.

Whereupon, the following resolution was unanimously adopted:

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on May 8, 1947 (appearing at pages 114 et seq. of the Official Minutes of that date), as subsequently amended, be and the same is hereby amended, effective May 5, 1975, to read as follows:

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles and animals shall be classified as follows:

Class 1: Shall include the following vehicles having two axles: Passenger automobiles unless they form parts of combinations included in Class 7, hearses, ambulances, commercial limousines, taxicabs and animal drawn vehicles.

Class 2: Shall include motorcycles, with or without side cars, unless such motorcycles form parts of combinations included in Class 7; and animals ridden, led or herded and not drawing vehicles.

Class 3: Shall include omnibuses.

Class 4: Shall include the following vehicles having no more than two axles having one wheel at each end of the rear axle unless such vehicles form parts of combinations included in Classes 8, 9 and 11: Trucks; tractors; and chassis.

Class 5: Shall include the following vehicles having no more than two axles having more than one wheel at each end of the rear axle unless such vehicles form parts of combinations included in Classes 8, 9 and 11: Trucks; tractors; and chassis.

Class 7: Shall include combinations consisting of motorcycles or passenger automobiles having two axles and trailers or semi-trailers.

Class 8: Shall include all vehicles other than omnibuses having three axles, unless they form parts of combinations included in Classes 9 and 11.

Class 8 shall also include combinations consisting of trucks or tractors and semi-trailers, the combinations having three axles.

Class 9: Shall include all vehicles other than omnibuses having four axles, unless they form parts of combinations included in Class 11.

Class 9 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having four axles.

Class 11: Shall include all vehicles having five or more axles.

Class 11 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having five or more axles;

and it is further

RESOLVED, that (except as hereafter provided in the case of ticket books) the following tolls shall be charged per eastbound trip for the use of vehicular crossings, no tolls to be collected for westbound passage:

(a) Vehicles included in Class 1	$1.50 each
(b) Vehicles and animals included in Class 2	.75 each
(c) Vehicles included in Class 3	2.00 each
(d) Vehicles included in Class 4	2.00 each
(e) Vehicles included in Class 5	2.50 each
(f) Combination of vehicles included in Class 7	2.25 per combination
(g) Vehicles included in Class 8	3.75 each
(h) Combinations of vehicles included in Class 8	3.75 per combination
(i) Vehicles included in Class 9	5.00 each
(j) Combinations of vehicles included in Class 9	5.00 per combination
(k) Vehicles included in Class 11	1.25 per axle
(l) Combinations of vehicles included in Class 11	1.25 per axle;

and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to issue toll scrip in denominations which he deems appropriate and which may be purchased in lots of 25 per denomination, acceptable at bridges and tunnels at face value in payment of the tolls above provided for any class of vehicle, said scrip to be sold at a reduction of 10%; said scrip will be accepted if detached but no change in any form will be given when scrip is tendered; and it is further

RESOLVED, that the toll schedule be modified to discontinue the existing 20% Class 1 vehicle reduced rate, and the existing 50% passenger automobile reduced rate, provided, however, that 20% and 50% reduced rate ticket books outstanding as of said date will continue to be honored until their expiration dates; and it is further

RESOLVED, that the toll schedule be modified to provide a discount toll for passenger automobiles occupied by three or more persons, such discount to be available through the purchase of books containing 60 tickets at a cost of $30 valid for 6 months in addition to the month of issue except as follows:

2:00 a.m. on Saturday until 10:00 p.m. Sunday; and,

2:00 a.m. until 10:00 p.m. on New Year's Day, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas, provided said holidays do not fall on a Monday or Friday.

If such holidays fall on a Monday, the discount tickets will be invalid between the hours of 2:00 a.m. Saturday until 10:00 p.m. that Monday; and,

If such holidays fall on a Friday, the discount tickets will be invalid between the hours of 2:00 a.m. that Friday until 10:00 p.m. Sunday.;

and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to arrange for the sale of the books of tickets hereinabove provided for upon such terms and conditions as shall be reasonable and desirable.

Whereupon, the meeting was adjourned.

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Secretary

4-21-75

Revision of Toll Rate Schedule for Vehicular Crossings

It was recalled that the Board, at its meeting on April 10, 1975 (appearing at pages 112 et seq. of the Official Minutes of that date), adopted an amendment to the resolution establishing tolls for the use of vehicular crossings.

After reviewing the Commissioners' April 10th modification of the toll rate schedule for vehicular crossings, the Governors met on April 18, 1975. As a result of communications with the Governors following that meeting, the Board has reconsidered its April 10th resolution and agreed upon amendments thereto authorizing the issuance of reduced rate passenger car 20-trip, 30-day ticket books to be sold for $20.00 and adjusting the tolls charged trucks to provide for a uniform increase of 50%. It is believed that these changes adhere to the basic policy of discouraging avoidable automobile usage and still producing additional revenues to facilitate the new mass transportation capital projects described in the April 10th resolution.

Whereupon, the following resolution was unanimously adopted:

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on May 8, 1947 (appearing at pages 114 et seq. of the Official Minutes of that date), as subsequently amended, be and the same is hereby amended, effective May 5, 1975, to read as follows:

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles and animals shall be classified as follows:

Class 1: Shall include the following vehicles having two axles; Passenger automobiles unless they form parts of combinations included in Class 7, hearses, ambulances, commercial limousines, taxicabs and animal drawn vehicles.

Class 2: Shall include motorcycles, with or without side cars, unless such motorcycles form parts of combinations included in Class 7; and animals ridden, led or herded and not drawing vehicles.

Class 3: Shall include omnibuses.

Class 4: Shall include the following vehicles having no more than two axles unless such vehicles form parts of combinations included in Classes 8, 9 and 11: Trucks with capacity not in excess of 2 tons, having one wheel at each end of the rear axle; tractors; chassis; and trailers or semi-trailers with a capacity not in excess of 2 tons.

Class 5: Shall include the following vehicles having no more than two axles, unless such vehicles form parts of combinations included in Classes 8, 9 and 11:

Trucks with a capacity in excess of 2 tons but not in excess of 5 tons; trucks with a capacity not in excess of 2 tons, having more than one wheel at each end of the rear axles; and trailers or semi-trailers with a capacity in excess of 2 tons but not in excess of 5 tons.

Class 6: Shall include the following vehicles having no more than two axles, unless they form parts of combinations included in Classes 8, 9 and 11: Trucks with a capacity in excess of 5 tons; and trailers or semi-trailers with a capacity in excess of 5 tons.

Class 7: Shall include combinations consisting of motorcycles or passenger automobiles having two axles and trailers or semi-trailers.

Class 8: Shall include all vehicles other than omnibuses having three axles, unless they form parts of combinations included in Classes 9 and 11.

Class 8 shall also include combinations consisting of trucks or tractors and semi-trailers, the combinations having three axles.

Class 9: Shall include all vehicles other than omnibuses having four axles, unless they form parts of combinations included in Class II.

Class 9 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having four axles.

Class 11: Shall include all vehicles having five or six axles.

Class 11 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having five or six axles.

and it is further

RESOLVED, that (except as hereafter provided in the case of ticket books the following tolls shall be charged per eastbound trip for the use of vehicular crossings, no tolls to be collected for westbound passage:

(a) Vehicles included in Class 1	$1.50 each
(b) Vehicles and animals included in Class 2	.75 each
(c) Vehicles included in Class 3	2.00 each
(d) Vehicles included in Class 4	1.50 each
(e) Vehicles included in Class 5	2.25 each
(f) Vehicles included in Class 6	3.00 each

(g) Combination of Vehicles included in Class 7	2.25 per Combination
(h) Vehicles included in Class 8	3.00 each
(i) Combinations of Vehicles included in Class 8	3.00 per Combination
(j) Vehicles included in Class 9	4.50 each
(k) Combinations of Vehicles included in Class 9	4.50 per Combination
(l) Vehicles included in Class 11	6.00 each
(m) Combinations of vehicles included in Class 11	6.00 per Combination

and be it further

RESOLVED, that the Executive Director be and he hereby is authorized to issue toll scrip in appropriate denominations which he deems appropriate and which may be purchased in lots of 25 per denomination, acceptable at face value at vehicular crossings in payment of the tolls above provided for any class of vehicle, said scrip to be sold at a reduction of 10%; said scrip will be accepted if detached but no change in any form will be given when scrip is tendered; and be it further

RESOLVED, that the Executive Director is hereby authorized to arrange for the sale of books containing 20 tickets good for passage over or through any vehicular crossing, for passenger automobiles, at the following rates and upon the following conditions, and that such tickets shall be accepted in lieu of tolls provided for a trip for passenger automobiles using the said vehicular crossings:

The charge for such book shall be $20.00

Said books shall be valid only for 35 days including the date of issue thereof, except that books purchased at toll booths of any vehicular crossing shall be valid only for 30 days including the date of issue thereof; and be it further

RESOLVED, that the Executive Director be and he hereby is authorized to arrange for the sale of the books of tickets hereinabove provided for, by designated sales agents, upon such terms and conditions as shall be reasonable and desirable; and be it further

RESOLVED, that the toll schedule be modified to discontinue the existing 20% Class 1 vehicle reduced rate, and the existing 50% passenger automobile

reduced rate, provided, however, that 20% and 50% reduced rate ticket books outstanding as of said date will continue to be honored until their expiration dates; and be it further

RESOLVED, that the toll schedule be modified to provide a discount toll for passenger automobiles occupied by three or more persons, such discount to be available through the purchase of books containing 60 tickets at a cost of $30 valid for 6 months in addition to the month of issue except as follows:

2:00 a.m. Saturday until 10:00 p.m. Sunday; and

2:00 a.m. until 10:00 p.m. on New Year's Day, Memorial Day, July Fourth, Labor Day, Thanksgiving and Christmas, provided said holidays do not fall on a Monday or Friday.

If such holidays fall on a Monday, the discount tickets will be invalid between the hours of 2:00 a.m. Saturday until 10:00 p.m. that Monday; and

If such holidays fall on a Friday, the discount tickets will be invalid between the hours of 2:00 a.m. that Friday until 10:00 p.m. Sunday;

and be it further

RESOLVED, that the Executive director be and he hereby is authorized to arrange for the sale of the books of tickets hereinabove provided for upon such terms and conditions as shall be reasonable and desirable.

Whereupon, the meeting was adjourned.

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Acting Secretary

(Board - 6/29/83)

Toll Rate Increase for Vehicular Crossings - Public Hearings - Capital Expenditures for Infrastructure Rehabilitation Useful to Vehicular Crossings

It was reported to the Board that on June 21, 1983 the Governors of New York and New Jersey announced the results of their review and evaluation of various issues relating to the operations and finances of the Port Authority. The Governors' announcement contained a series of recommendations including a proposal to increase bridge and tunnel tolls, as set forth below.

It was further reported to the Board that as a result of continuing inflation accompanied by a rapidly deteriorating infrastructure affecting both the nation and the region, and after having made substantial efforts both to reduce expenditures at Port Authority facilities and to maximize revenues from its non-bridge and tunnel operations, it has become necessary for the Port Authority, as a self-supporting government agency, to readjust the rates of toll charged for use of its bridges and tunnels so as to continue the agency's ability to maintain and finance its facilities, including its across-water regional transportation network, and to retain its sound financial standing and fulfill its obligations.

Since World War II, the Port Authority has completed substantial capital construction programs required for the economy of the bi-State port region. Through the application of prudent financial tests as provided for in bond indentures and policies adopted by its Board, the Port Authority has carried out these public programs with the support of pooled revenues from all Port Authority facilities. These have formed the credit base for the over $4 billion in debt sold to finance the Authority's facilities in the post World War II period. However, it has become increasingly clear that the Port Authority's continued capacity to carry out major capital programs has, in recent years, been shrinking dramatically, primarily because of sharply increased operating, maintenance and financing costs.

Expenses have increased despite an intensive staff program to reduce operating costs to the lowest possible levels consistent with acceptable standards of service.

In addition to jeopardizing the Port Authority's ability to continue capital construction programs in connection with its facilities, the trend of rapidly increasing operating expenses, caused by continuous inflation, will endanger the Authority's ability to meet its operating expenses, unless it is able to obtain compensating revenue increases.

Viewed from the perspective of inflation on the Port Authority's across-water passenger transportation facilities, the 1975 bridge and tunnel toll increase – the first in the Authority's history – has been eroded. The annual revenue increase of about $50 million from the 1975 toll adjustment has been more than offset by the increase in annual operating and maintenance expenses. This erosion does not even reflect the effect of capital expenditures required over this period.

As a result of these inflationary pressures, a proposal that the PATH fare be increased from its current $.30 to $.50 in 1983 and to $.75 in 1984 is also being considered and is currently before the PATH Board of Directors. It should be noted, however, that even if the PATH fare were thus increased, there would still be a need for an upward adjustment in the Authority's bridge and

tunnel toll structure. Thus, in 1983, even assuming a $.50 PATH fare, the projected rate of return on the Authority's investment in its integrated ground and mass transportation facilities would still be a negative one. In fact, even under the modified toll schedule here recommended, including the PATH fare increases currently under consideration, the projected rate of return on the Authority's integrated network of ground and mass transportation facilities in 1984 is still expected to be negative.

Furthermore, Federal, state and local governments are for the first time earnestly seeking ways to stem the tide of a rapidly decaying infrastructure, including public highways, bridges, tunnels, transit, water and sewer facilities. Thus, there is now general agreement at all levels of government to prevent further erosion of essential public roadways and transportation facilities.

The essential highway approaches, interchanges and connections to the Port Authority's vehicular crossings are not exempt from the general deterioration of the nation's and region's infrastructure. A sustained continuation of this decay could raise serious questions concerning the continued ability of the Authority's integrated ground and mass transportation network of facilities to serve their intended public function. Accordingly, if authorized by bi-State legislation, consistent with appropriate authorizations, agreements and existing financial tests and certifications, including those required in connection with the issuance of Consolidated Bonds, the monies generated by the proposed toll increase would make possible the funding, by the Port Authority or through a bi-State Bank for Regional Development, of infrastructure rehabilitation projects in both States, including projects at the approaches, interchanges and connections related, or of benefit, to the Authority's Ground and Mass Transportation Facilities. The program would assist in removing a potential threat to the viability of the key support facilities on which the region's economic activity depends.

Finally, the Triborough Bridge and Tunnel Authority round-trip toll on its major bridge and tunnel facilities is presently $2.50. Thus, a $2.00 round-trip toll on the Port Authority's vehicular crossings will bring it more into line with other crossings in the area.

In light of the foregoing, it was recommended that, pursuant to the policy adopted by the Board at its June 9, 1977 meeting, the Executive Director be authorized to make arrangements for public hearings on proposed increases in the rates of toll charged for use of the Port Authority's vehicular crossings. The notice of hearings is to set forth the proposed changes in the rates of toll, a comparison of existing and proposed toll schedules, and an estimate of the increase in revenues under the proposed change. The results of the hearings are to be reported by the Executive Director to the Board of Commissioners. It is proposed to hold public hearings on the recommended toll adjustments at convenient times and locations in New York City and New Jersey. It is the Board's intention, pursuant to the Governors' recommendation, to make the proposed toll schedule effective January 1, 1984.

Under the proposed schedule, passenger automobile tolls would be increased to $2.00 for a round trip and truck tolls will be adjusted to provide for a rate of $1.50 per axle. There would be no increase in the price of the commuter discount and reduced rate carpool ticket books, or in bus tolls.

The restructured toll schedule will include appropriate authorizations for setting toll rates and fees for vehicles that exceed established size limitations and/or require special handling.

The proposed adjustments in the passenger automobile and truck tolls are estimated to produce an increase in revenue of approximately $33 million annually. The increased revenues are to be used in connection with the Port Authority's Ground and Mass Transportation Facilities, other authorized Port Authority purposes and, if bi-State enabling legislation is enacted, would make possible certain necessary infrastructure rehabilitation projects, including those related, or of benefit, to the Port Authority's Ground and Mass Transportation Facilities.

Whereupon, the following resolution was unanimously adopted:

RESOLVED, that the Executive Director is hereby authorized to make arrangements for public hearings on proposed increases in the rates of toll charged for use of the Port Authority's vehicular crossings; under the proposed schedule, passenger automobile tolls would be increased to $2.00 for a round trip, truck tolls will be adjusted to provide for a rate of $1.50 per axle, but there would be no increase in the price of the commuter discount and reduced rate carpool ticket books, or in bus tolls; and it is further

RESOLVED, that the Executive Director is hereby directed to report to the Board on the results of the public hearings.

Whereupon, the meeting was adjourned.

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Secretary

(Board - 11/10/83)

Toll Increase for Vehicular Crossings

It was recalled that the Board, at its meeting on June 29, 1983, adopted a resolution authorizing the Executive Director to make arrangements for public hearings on proposed increases in the rates of toll charged for use of the Port Authority's vehicular crossings and directing the Executive Director to report to the Board on the results of the public hearings.

It was reported to the Board that the Governors of New York and New Jersey recommended that the proposed toll schedule go into effect January 1, 1984, subject to input received at the public hearings. Under the proposed schedule, passenger automobile tolls would be increased from $1.50 to $2.00 for a round trip and truck tolls would be adjusted to provide for a round-trip rate of $1.50 per axle, but there would be no increase in the price of commuter discount and reduced-rate carpool ticket books or in bus tolls.

Whereupon, the following resolution was unanimously adopted:

RESOLVED, that the Executive Director is hereby authorized to implement the proposed toll adjustments, as set forth below, effective January 1, 1984, unless otherwise directed by the Board following receipt of a report from the Executive Director on the public hearings; and it is further

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for use of vehicular crossings, adopted on April 21, 1975, be and the same is hereby amended, effective January 1, 1984, unless the Board directs otherwise following receipt of a report from the Executive Director on the public hearings, to read as follows:

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles and animals shall be classified as follows:

Class 1: Shall include the following vehicles having two axles and single rear wheels, unless they form parts of combinations included in Class 7: passenger automobiles, hearses, ambulances, vans, commercial limousines, taxicabs, trucks, recreational vehicles and animal drawn vehicles.

Class 2: Shall include vehicles, other than omnibuses, with two axles and dual rear wheels, unless such vehicles form parts of combinations included in Classes 3, 4, 5 and 6.

Class 3: Shall include all vehicles with three axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 4, 5, 6 and 7.

Class 3 shall also include combinations consisting of trucks or tractors and semi-trailers, the combinations having three axles.

Class 4: Shall include all vehicles with four axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 5, 6 and 7.

Class 4 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having four axles.

Class 5: Shall include all vehicles with five axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 6 and 7.

Class 5 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having five axles.

Class 6: Shall include all vehicles with six axles other than recreational vehicles with single rear wheels and ominbuses.

Class 6 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having six axles.

Class 7: Shall include recreational vehicles having three or more axles with single rear wheels; and motorcycles or Class 1 vehicles in combination with trailers or semi-trailers.

Class 8: Shall include omnibuses having two axles.

Class 9: Shall include omnibuses having three or more axles.

Class 11: Shall include motorcycles, with or without side cars, unless such motorcycles form parts or combinations included in Class 7; and animals ridden, led or herded and not drawing vehicles; and it is further

RESOLVED, that the following tolls shall be charged per eastbound trip for the use of vehicular crossings, no tolls to be collected for westbound passage:

(a) Vehicles included in Class 1	$2.00 each
(b) Vehicles included in Class 2	3.00 each
(c) Vehicles included in Class 3	4.50 each
(d) Combinations of vehicles included in Class 3	4.50 per combination
(e) Vehicles included in Class 4	6.00 each
(f) Combinations of vehicles included in Class 4	6.00 per combination

(g) Vehicles included in Class 5	$7.50 each
(h) Combinations of vehicles included in Class 5	7.50 per combination
(i) Vehicles included in Class 6	9.00 each
(j) Combinations of vehicles included in Class 6	9.00 per combination
(k) Vehicles included in Class 7	$1.00 per axle
(l) Combination of vehicles in Class 7	3.00 per three axle combination (4.00 per four axle combination, etc.)
(m) Vehicles included in Class 8	2.00 each
(n) Vehicles included in Class 9	2.00 each
(o) Vehicles and animals included in Class 11	1.00 each
(p) Combinations of vehicles with more than 6 axles	1.50 per axle

Rates, terms and conditions for Commutation and Carpool ticket books will remain the same; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to review and set periodically the toll rates in either the eastbound or westbound direction for "specials" and the fees for special inspections and/or escort services; "specials" are any vehicles or combinations of vehicles that:

1. exceed established limitations for length, width, height or weight at Port Authority bridges and tunnels; and/or

2. require special handling, inspections and/or escorts due to either their unique construction and/or design, type of cargo, speed maneuverability or other unusual operating characteristics or features, such as, but not limited to: operating characteristics or features associated with certain types of construction equipment, tracked vehicles, articulated vehicles, floats; and it is further

RESOLVED, that all other terms and conditions set forth in the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on April 21, 1975 are to remain unchanged.

Whereupon, the meeting was adjourned.

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Secretary

(Board - 3/12/87)

Toll Increase for Vehicular Crossings

As a result of rising operating and maintenance costs accompanied by major capital requirements of the Port Authority's Interstate Transportation Network of ground and mass transportation facilities, and after having made substantial efforts both to reduce expenditures at Port Authority facilities and to maximize revenues from its non-bridge and tunnel operations, it has become necessary for the Port Authority, as a self-supporting government agency, to readjust the rates of toll charged for use of its bridges and tunnels. This adjustment is required to sustain the agency's ability to maintain and finance its facilities, especially its Interstate Transportation Network, and to retain its sound financial standing.

Since World War II, the Port Authority has completed substantial capital construction programs that have served the economic requirements of the Bi-State port region. Through the application of prudent financial tests, as provided for in bond indentures and policies adopted by the Board, the Port Authority has carried out these public programs with the support of pooled revenues from all Port Authority facilities. These have formed the credit base for more than $5 billion in debt sold to finance the Authority's facilities during this period. However, it has become increasingly clear that the Port Authority's continued capacity to carry out major capital programs has, in recent years, been shrinking substantially, primarily because of sharply increased operating and maintenance costs.

Expenses have increased despite an intensive staff program to reduce operating costs to the lowest possible levels consistent with acceptable standards of service. Viewed from the perspective of rising costs on the Port Authority's Interstate Transportation Network, the revenues derived from the 1984 bridge and tunnel toll increase – the second in the Authority's history – have been eroded. The annual revenue increase of about $45 million from the 1984 toll adjustment has been more than offset by the increase in annual operating and maintenance expenses. This erosion does not even reflect the cost of carrying capital expenditures required over this period.

In addition to jeopardizing the Port Authority's ability to continue capital construction programs in connection with all of its facilities, the trend of increasing operating expenses will endanger the Authority's ability to meet its obligations, unless it is able to obtain compensating revenue increases.

Compounding the problem is the fact that an expanding, increasingly vigorous regional economy is spurring growth in travel across the Port Authority's Interstate Transportation Network as well as throughout the New Jersey/New York metropolitan area. The growth so far has resulted in greater congestion at both the Authority's vehicular facilities and on PATH, and calls for major capital and operating solutions to serve the economic needs of the region.

Furthermore, the Port Authority's Interstate Transportation Network is an aging system with most of its major facilities constructed more than 50 years ago. At a time when many of the system's facilities are being pressed to their capacity limits during expanding peak commuting hours, those same facilities are also facing the essential need for major rehabilitation and improvements to continue safe, reliable operations. Thus, the Port Authority must simultaneously respond to the dual pressures of maintaining an aged system while providing sufficient capacity to meet current and forecasted demands.

In recognition of the scope and complexity of this problem the Port Authority undertook to develop specific proposals to accommodate current demand and future growth.

A report entitled "Capital Needs & Planning for Port Authority Interstate Crosswater Facilities" was submitted to the Board by the Executive Director on November 24, 1986. This report focuses on the recent growth in usage of the Interstate Transportation Network of crosswater facilities, actions taken, current plans for expansion, the magnitude of the need for rehabilitation and modernization and the inability of the network to provide sufficient revenues to cover the cost of required capital improvements to the network.

The report concludes that a projected $1.5 billion will have to be expended over the next five years for capital improvements to continue a safe, reliable operation of the Interstate Transportation Network while also adding capacity. The Port Authority's plans to add capacity include the PATH system capacity improvements program, the proposed implementation of a ferry service from New Jersey to Lower Manhattan and detailed planning for a possible expansion at the Staten Island bridges. Substantial additional revenues are required to support the funding of these and other capital expenditures.

The report further concludes that the Interstate Transportation Network cannot generate the required additional revenues under its current fare and toll structure. In fact, the network is generating insufficient revenues to cover its operating expenses and the gap between operating expenses and revenues is projected to widen significantly in the future. The Port Authority must act to provide sufficient revenues to its facilities so that the network can continue to serve the public fully.

As a result of the stated financial pressures, a proposal that the PATH fare be increased from its current $.75 to $1.00 in 1987 is also being proposed and is currently before the PATH Board of Directors. It should be noted, however, that even with the pending PATH fare increase, there would still be a need for an upward adjustment in the Authority's bridge and tunnel toll structure. Thus, in 1987, even assuming a $1.00 PATH fare, the projected rate of return on the Authority's investment in its network facilities would still be a negative one. In fact, even under the modified toll schedule here recommended, including the PATH fare increase currently under consideration, the projected rate of return on the Authority's integrated network of ground and mass transportation facilities in 1987 is still expected to be well within the zone of reasonableness.

The Triborough Bridge and Tunnel Authority automobile round-trip toll on its major bridge and tunnel facilities, i.e. the Triborough, Bronx Whitestone, Throgs Neck and Verrazano Narrows Bridges, and the Queens Midtown and Brooklyn Battery Tunnels, is presently $4.00. Thus, a $3.00 round trip automobile toll on the Port Authority's vehicular crossings would still be below the rate at other vehicular crossings in the area.

(Board - 3/12/87)

In light of the stated needs, it was recommended that, pursuant to the policy adopted by the Board at its June 9, 1977 meeting, the Executive Director be authorized to make arrangements for public hearings on proposed increases in the rates of toll charged for use of the Port Authority's vehicular crossings. The notice of hearings is to set forth the proposed changes in the rates of toll, a comparison of existing and proposed toll schedules, and an estimate of the increase in revenues under the proposed change. The results of the hearings are to be reported by the Executive Director to the Board of Commissioners. It is proposed to hold public hearings on the recommended toll adjustments at convenient times and locations in New York City and New Jersey.

Under the proposed schedule, effective April 12, 1987, passenger automobile tolls would be increased from $2.00 to $3.00, bus tolls from $2.00 to $3.00 and truck tolls from $1.50 per axle to $3.00 per axle. In addition, the price of the Commuter Discount Ticket Book of 20 tickets would be increased from $20.00 to $40.00, reflecting a $1.00 discount from the proposed $3.00 cash auto toll. There would be no increase in the price of reduced-rate carpool ticket books ($30.00 for 60 tickets) and toll scrip would continue to be available at a 10% discount from the cash toll. A copy of the proposed toll schedule is attached.

The restructured toll schedule will include appropriate authorization for: setting toll rates and fees for vehicles that exceed established size limitations and/or require special handling; setting terms and conditions for any ticket distribution channels; setting criteria on vehicular size limitations; and setting criteria with respect to hazardous material transportation regulations.

The proposed adjustments in the passenger automobile, bus and truck tolls are estimated to produce an increase in revenue of approximately $108 million in 1987 or $146 million on an annualized basis. The increased revenues are to be used for the operation, maintenance and improvement of the Port Authority's cross-water Interstate Transportation Network and other authorized Port Authority purposes.

Whereupon, the following resolution was unanimously adopted:

RESOLVED, that the Executive Director is hereby directed to make arrangements for public hearings on proposed increases in the rates of tolls charged for use of the Port Authority's vehicular crossings, and to report to the Board on the results of the hearings; and it is further

RESOLVED, that the Executive Director is hereby authorized to implement the proposed toll adjustments, as set forth below, effective April 12, 1987 at 3:00 a.m., unless otherwise directed by the Board following receipt of a report from the Executive Director on the public hearings; and it is further

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for use of vehicular crossings, adopted on November 10, 1983, be and the same is hereby amended, effective April 12, 1987 unless the Board directs otherwise following receipt of a report from the Executive Director on the public hearings, to read as follows:

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles shall be classified as follows:

Class 1: Shall include the following vehicles having two axles and single rear wheels, unless they form parts of combinations included in Class 7: passenger automobiles, hearses, ambulances, vans, commercial limousines, taxicabs, trucks, and recreational vehicles.

Class 2: Shall include vehicles, other than omnibuses, with two axles and dual rear wheels, unless such vehicles form parts of combinations included in Classes 3, 4, 5 and 6.

Class 3: Shall include all vehicles with three axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 4, 5, 6 and 7.

Class 3 shall also include combinations consisting of trucks or tractors and semi-trailers, the combinations having three axles.

Class 4: Shall include all vehicles with four axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 5, 6 and 7.

Class 4 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having four axles.

Class 5: Shall include all vehicles with five axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 6 and 7.

Class 5 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having five axles.

Class 6: Shall include all vehicles with six axles other than recreational vehicles with single rear wheels and omnibuses.

Class 6 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having six axles.

(Board - 3/12/87)

Class 7: Shall include recreational vehicles having three or more axles with single rear wheels; and Class 1 or Class 11 vehicles in combinations with trailers or semi-trailers.

Class 8: Shall include omnibuses having two axles.

Class 9: Shall include omnibuses having three or more axles.

Class 11: Shall include motorcycles, with or without side cars, unless such motorcycles form parts or combinations included in Class 7; and it is further

RESOLVED, that the following tolls shall be charged per eastbound trip for the use of vehicular crossings, no tolls to be collected for westbound passage:

(a) Vehicles included in Class 1	$ 3.00 each
(b) Vehicles included in Class 2	$ 6.00 each
(c) Vehicles included in Class 3	$ 9.00 each
(d) Combinations of vehicles included in Class 3	$ 9.00 per combination
(e) Vehicles included in Class 4	$12.00 each
(f) Combinations of vehicles included in Class 4	$12.00 per combination
(g) Vehicles included in Class 5	$15.00 each
(h) Combinations of vehicles included in Class 5	$15.00 per combination
(i) Vehicles included in Class 6	$18.00 each
(j) Combinations of vehicles included in Class 6	$18.00 per combination
(k) Vehicles included in Class 7	$ 1.50 per axle
(l) Combinations of vehicles included in Class 7	$ 4.50 per three axle combination ($6.00 per four axle combination, etc.)
(m) Vehicles included in Class 8	$ 3.00 each
(n) Vehicles included in Class 9	$ 3.00 each
(o) Vehicles included in Class 11	$ 2.00 each
(p) Combinations of vehicles with more than 6 axles	$ 3.00 per axle;

and it is further

RESOLVED, that the price of a 20 ticket Commuter Discount Ticket Book will be $40.00 effective 3:00 a.m. of April 12, 1987. The price of a 20 ticket Commuter Discount Ticket Book will remain at the present price of $20.00 through 3:00 a.m. of April 12, 1987. Any $20.00 book sold through that time will be valid until the expiration date noted on the book.

Rates, terms and conditions for Carpool Ticket Books will remain the same. Toll Scrip will continue to be available at a 10% discount; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to review and set periodically the toll rates in either the eastbound or westbound directions for "specials" and the fees for special inspections and/or escort services; "specials" are any vehicles, animals, or combinations of vehicles that:

(1) exceed established limitations for length, width, height or weight at Port Authority bridges and tunnels; and/or

(2) require special handling, inspections and/or escorts due to either their unique construction and/or design, type of cargo, speed maneuverability or other unusual operating characteristics or features, such as, but not limited to: operating characteristics or features associated with certain types of construction equipment, tracked vehicles, articulated vehicles, floats, animals ridden, led or herded, animal drawn vehicles, and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to review and set the terms and conditions for the distribution of any and all scrip and tickets; and it is further

RESOLVED, that the Executive Director shall have the authority to modify the operating criteria for the Port Authority's Tunnel and Bridge facilities in relation to:

(1) vehicular length, width, height and weight; and

(2) the modification of the hazardous material transportation regulations; and it is further

RESOLVED, that all other terms and conditions set forth in the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on November 10, 1983 are to remain unchanged.

(Board - 3/12/87)

CURRENT AND PROPOSED
SCHEDULE OF TOLL RATES
AT SIX VEHICULAR CROSSINGS

Class	Vehicle Type	Current	Proposed
1	Passenger Auto/Van/Pick-up	$ 2.00	$ 3.00
2	2 Axle Truck	3.00	6.00
3	3 Axle Truck or Tractor Trailer	4.50	9.00
4	4 Axle Truck or Tractor Trailer	6.00	12.00
5	5 Axle Tractor Trailer	7.50	15.00
6	6 Axle Tractor Trailer	9.00	18.00
7	Auto with 1 Axle Trailer	3.00	4.50
8	Bus - 2 Axle	2.00	3.00
9	Bus - 3 Axle	2.00	3.00
11	Motorcycle	1.00	2.00
Carpool Discount Book (60 Ticket Book)		$30.00	$30.00
Commuter Discount Book (20 Ticket Book)		$20.00	$40.00
General Discount Book (Scrip) (25 Ticket Book - various denominations)		10% Discount from Casn Toll	10% Discount from Cash Toll

Whereupon, the meeting was adjourned.

Secretary

(Board - 3/22/91)

Toll Increase for Vehicular Crossings

As a result of rising operating and maintenance costs accompanied by major capital investment requirements of the Port Authority's Interstate Transportation Network of ground and mass transportation facilities, and after having substantially reduced expenditures at Port Authority facilities and maximized revenues from its non-bridge and tunnel operations, it has become necessary for the Port Authority, as a financially self-supporting agency, to adjust the rates of tolls charged for use of its bridges and tunnels. Such adjustments are required periodically and are necessary to sustain the agency's ability to maintain and finance its Interstate Transportation Network, limit the requirement for financial support from other revenue sources in the agency, and to retain its sound financial standing.

Through the application of prudent financial tests, as provided for in bond indentures and policies adopted by the Board, the Port Authority has, since its inception, completed substantial capital construction programs that have served the economic requirements of the bi-state port region. Pooled revenues from all Port Authority facilities have formed the credit base for the debt sold to finance the Authority's facilities over the years. More than $4.0 billion of this debt is currently outstanding. The Port Authority's current revenue picture indicates that the Interstate Transportation Network is not self-sustaining and is being increasingly subsidized by other Port Authority activities. In 1990 alone, the Network is estimated to have incurred a deficit of $54 million, not including interest on the debt used to finance nearly $1.8 billion in unamortized investment in Network facilities. The Network deficit is due to increased operating and maintenance costs and the growing demands for capital reinvestment in the Interstate Transportation Network's aging physical infrastructure. Without a revenue increase, the Network deficit is expected to grow to more than $77 million in 1991, not including interest on the debt, and would continue to escalate each year.

Expenses have continued to increase despite ongoing efforts to contain operating costs at the lowest levels consistent with acceptable standards of service. The revenues derived from previous bridge and tunnel toll increases - there have been only three such increases in the Authority's history - have been eroded. The incremental revenue increase from the 1987 toll adjustment has been offset by the increase in annual operating and maintenance expenses and the continuing requirement for capital reinvestment in the aging infrastructure.

In addition to jeopardizing the Port Authority's ability to continue capital construction programs throughout the agency, the growing Network deficits will endanger the Authority's ability to meet its obligations, unless it is able to obtain compensating revenue increases on a regular periodic basis.

Compounding the problem is the fact that a slowing regional economy will be affected even more severely if the transportation network is not able to provide acceptable service levels for the movement of people and goods throughout the region. At the same time, the continuation of major capital investment will serve as a strong economic stimulus by providing thousands of jobs for the construction trades and related material and equipment suppliers.

Furthermore, the Port Authority's Interstate Transportation Network is an aging system with most of its major facilities constructed more than 50 years ago. At a time when many of the system's facilities are being pressed to their capacity limits during ever expanding peak periods each day, those same facilities are also facing the essential growing need of ongoing major rehabilitation and improvements to continue safe, reliable operations. Thus, the Port Authority must simultaneously respond to the dual pressures of maintaining an aging system while providing sufficient capacity to meet current and forecasted demand.

In recognition of the scope and complexity of this problem, the Port Authority plans to continue its specific program of infrastructure renewal to accommodate present demand and to optimize the capacity of its current Network to accept future growth.

The Board has been advised of the magnitude of the need for rehabilitation and modernization and the inability of the network to provide sufficient revenues to cover the cost of required operations, maintenance and capital improvements to the network.

The 1991-1995 Capital Plan for the Network includes more than $900 million to be expended over the next five years for capital improvements to continue to carry out the fundamental goals outlined in previous Capital Plans and to continue to provide a safe, reliable operation of the Interstate Transportation Network. The Plan also provides for continuing the detailed planning for a possible expansion at the Staten Island bridges including planning for possible improvements to the Staten Island Expressway. Substantial additional revenues are required to support the funding of these and other capital expenditures.

The Interstate Transportation Network cannot generate the required additional revenues under its current pricing structure to cover its operating expenses and the Network's capital requirements over the next five years. The gap between operating expenses and revenues is projected to widen significantly in the future unless additional revenues are forthcoming. The mass transit facilities which are part of the network (PATH, the Bus Terminal, and the George Washington Bridge Bus Station) have and will continue to operate at substantial deficits and will continue to demand capital for infrastructure renewal. The Port Authority must act to provide sufficient revenues to its facilities so that the total network can continue to serve the public fully.

The recommendation for amending the toll structure has been formulated in light of the financial requirements of the Network and after having held public hearings on proposed toll and PATH fare increases in accordance with standing policy of the Board. A report on those hearings has been forwarded, under separate cover, to the Board by the Executive Director.

Following careful review of the testimony received at the public hearings on the toll and fare increases, the public views expressed by the Governors on this subject, as well as critical transportation, energy and environmental policy objectives, it is now recommended that a toll increase be implemented while deferring, at this time, a fare increase for PATH as well as any increases on bus tolls and carpool tickets. Thus, the one-way PATH fare will remain at $1.00. It is believed that the retention of the present PATH fare structure as well as current bus tolls and the carpool ticket price may provide potential for increased mass transit use, and may discourage commutation by single occupant automobiles, thereby improving the environment and overall mobility in the region.

However, the deferral of a PATH fare and bus tolls increase and the retention of a modified commuter discount program has necessitated a number of steps to diminish the originally proposed spending on the Network to a level supported by anticipated 1991 revenues while maintaining the capacity to achieve critical capital and operational objectives. These steps include a budget reduction in operating expenses for the Network facilities of $8 million, primarily at PATH, as well as a reduction in proposed capital spending. Even with the recommended toll increase, the Authority's integrated network of ground and mass transportation facilities is expected to operate at a deficit again within three years.

The Commuter Discount Ticket Program has been adjusted to reflect the fact that, although all of the facilities that comprise the Port Authority's Interstate Transportation Network, taken together, form a single integrated system, each individual facility has its own peculiar traffic and transportation characteristics. Accordingly, the price of the Commuter Discount Ticket Book at the tunnels has been reduced to 10% off the cash toll. The price of the Commuter Ticket Book of 20 tickets for the George Washington Bridge will be increased by 50% - from $40.00 to $60.00. The price of the Commuter Discount Ticket Book of 20 tickets for the Staten Island bridges will remain unchanged at $40.00. All users of the Port Authority vehicular crossings may continue to use scrip, which can be purchased at a 10% discount from the cash toll. The use of tickets is encouraged because it is a significant factor in promoting operating efficiency by expediting the movement of traffic through the toll plazas.

The decision to curtail the commuter discount at the Lincoln and Holland tunnels was made in recognition of their role as vital parts of the extremely congested transportation system at the region's core. The tunnels' New Jersey connecting roadways, and the Manhattan street grid, are strained beyond capacity during peak commuting hours. Motorists have a wide variety of transit and park and ride alternatives which argue against the need to provide any substantial discount off the full cash auto toll.

The commuter market served by the George Washington Bridge is more complex. Most eastbound weekday morning users are bound for points outside the Manhattan Central Business District, and many "reverse" commuters journey westbound each morning to dispersed workplaces east of the Hudson. Some alternatives are available, including commuter rail and bus services and the lower-priced Tappan Zee Bridge to the north. Accordingly, a commuter discount will continue to be available at the George Washington Bridge but at a reduced discount of 25% off the cash toll.

Users of the Port Authority's Staten Island crossings generally have less convenient alternatives on either the vehicle or transit network available in this part of the region. Therefore, the present commuter discount ticket price for the three Staten Island crossings is being retained.

The Port Authority's overall pricing structure for its Interstate Transportation Network facilities has been developed after considering a broad range of transportation policy goals, including optimizing operating efficiency, encouraging the use of mass transit, and modifying discounts for auto commuters. These steps also reflect the overall transportation policies of the two States.

The Triborough Bridge and Tunnel Authority automobile round-trip toll on its major bridge and tunnel facilities, i.e. the Triborough, Bronx-Whitestone, Throgs Neck and Verrazano-Narrows Bridges, and the Queens Midtown and Brooklyn Battery Tunnels has been $5.00 since mid-1989. Thus, a $4.00 round trip automobile toll on the Port Authority's vehicular crossings would still be 20% below the current rate at comparable vehicular crossings in the area.

Under the proposed schedule, effective April 7, 1991, passenger automobile tolls would be increased from $3.00 to $4.00 and truck tolls from $3.00 per axle to $4.00 per axle. The price of the Commuter Discount Ticket Book at the tunnels has been reduced to 10% off the cash toll. For the George Washington Bridge only, the price of the Commuter Discount Ticket Book of 20 tickets will increase from $40.00 to $60.00, reflecting a $1.00 discount from the proposed $4.00 cash toll, and for the Staten Island bridges the price of the Commuter Discount Ticket Book of 20 tickets will remain unchanged at $40.00, reflecting a $2.00 discount from the proposed $4.00 cash toll. Refunds for unused tickets will no longer be provided once the ticket book is sold. This action will be taken pursuant to the Executive Director's authority to establish rules and regulations governing the use of tickets. The new pricing structure for the Commuter Discount Books will become effective on May 12, 1991 once the required changes are made to the ticket printing and distribution system.

As in the past, all tickets will be subject to a series of rules and regulations governing their use. There would be no increase in the price of reduced-rate carpool ticket books ($30.00 for 60 tickets) or bus tolls and toll scrip would continue to be available for all vehicles at all facilities at a 10% discount from the cash toll. A copy of the proposed toll schedule is attached.

The restructured toll schedule will include appropriate authorization for: determining the size(s) of discount ticket books and rules governing their use; setting expiration periods for any and all scrip and tickets; setting terms and conditions governing the collection of tolls by the use of Electronic Toll Collection (ETC) systems and taking all necessary action in connection with the implementation of any such system.

The proposed adjustments in the passenger automobile and truck tolls are estimated to produce an increase in revenue of approximately $117 million on an annualized basis. The increased revenues are to be used for the operation, maintenance and improvement of the Port Authority's Interstate Transportation Network and other authorized Port Authority purposes.

Whereupon, the following resolution was moved by Commissioner Gluck and seconded by Commissioner Paterson:

RESOLVED, that the Executive Director is hereby authorized to implement the proposed toll adjustments, as set forth below, effective April 7, 1991 at 3:00 a.m.

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for use of vehicular crossings, adopted on March 12, 1987, be and the same is hereby amended, effective April 7, 1991, to read as follows:

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles shall be classified as follows:

Class 1: Shall include the following vehicles having two axles and single rear wheels, unless they form parts of combinations included in Class 7: passenger automobiles, hearses, ambulances, vans, commercial limousines, taxicabs, trucks, and recreational vehicles.

Class 2: Shall include vehicles, other than omnibuses, with two axles and dual rear wheels, unless such vehicles form parts of combinations included in Classes 3, 4, 5 and 6.

Class 3: Shall include all vehicles with three axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 4, 5, 6 and 7.

Class 3 shall also include combinations consisting of trucks or tractors and semi-trailers, the combinations having three axles.

Class 4: Shall include all vehicles with four axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 5, 6 and 7.

Class 4 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having four axles.

Class 5: Shall include all vehicles with five axles, other than recreational vehicles with single rear wheels and omnibuses, unless they form parts of combinations included in Classes 6 and 7.

Class 5 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combinations having five axles.

Class 6: Shall include all vehicles with six axles other than recreational vehicles with single rear wheels and omnibuses.

Class 6 shall also include all combinations consisting of trucks or tractors and trailers or semi-trailers, the combination having six axles.

Class 7: Shall include recreational vehicles having three or more axles with single rear wheels; and Class 1 or Class 11 vehicles in combinations with trailers or semi-trailers.

Class 8: Shall include omnibuses having two axles.

Class 9: Shall include omnibuses having three or more axles.

Class 11: Shall include motorcycles, with or without side cars, unless such motorcycles form parts or combinations included in Class 7; and it is further

RESOLVED, that the following tolls shall be charged per eastbound trip for the use of vehicular crossings, no tolls to be collected for westbound passage:

(a) Vehicles included in Class 1	$ 4.00 each
(b) Vehicles included in Class 2	$ 8.00 each
(c) Vehicles included in Class 3	$12.00 each
(d) Combinations of vehicles included in Class 3	$12.00 per combination
(e) Vehicles included in Class 4	$16.00 each
(f) Combinations of vehicles included in Class 4	$16.00 per combination
(g) Vehicles included in Class 5	$20.00 each
(h) Combinations of vehicles included in Class 5	$20.00 per combination
(i) Vehicles included in Class 6	$24.00 each
(j) Combinations of vehicles included in Class 6	$24.00 per combination
(k) Vehicles included in Class 7	$ 2.00 per axle
(l) Combinations of vehicles included in Class 7	$ 6.00 per three axles combination ($8.00 per four axle combination, etc.)
(m) Vehicles included in Class 8	$ 3.00 each
(n) Vehicles included in Class 9	$ 3.00 each
(o) Vehicles included in Class 11	$ 3.00 each
(p) Combinations of vehicles with more than 6 axles	$ 4.00 per axle;

and it is further

RESOLVED, that the price of a 20 ticket Commuter Discount Ticket Book for use at the Bayonne Bridge, Goethals Bridge, and Outerbridge Crossing will be $40.00 effective May 12, 1991 at 12:01 a.m.; the price of a 20 ticket Commuter Discount Ticket Book for use at the George Washington Bridge will be $60.00 effective May 12, 1991 at 12:01 a.m. (these tickets will also be accepted at the Staten Island bridges); and the price of a 20 ticket Commuter Discount Ticket Book for use at the Holland Tunnel and Lincoln Tunnel will be $72.00 effective May 12, 1991 at 12:01 a.m. (these tickets will also be accepted at the four bridges). The price of the current 20 ticket Commuter Discount Ticket Book for use at all vehicular crossings will remain at the present price of $40.00 through May 11, 1991 at midnight. Any $40.00 book sold through that time will be valid until the expiration date noted on the book;

Rates, terms and conditions for buses and Carpool Ticket Books will remain unchanged. Toll Scrip will continue to be available at a 10% discount; and it is further

RESOLVED, that the Executive Director, be authorized, at his discretion, to: determine the size(s) of discount ticket books and rules governing their use; set expiration periods for any and all scrip and tickets; set terms and conditions governing the collection of tolls by the use of Electronic Toll Collection (ETC) systems and to take all necessary action in connection with the implementation of any such system.

RESOLVED, that all other terms and conditions set forth in the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on March 12, 1987 are to remain unchanged.

CURRENT AND PROPOSED
SCHEDULE OF TOLL RATES
AT SIX VEHICULAR CROSSINGS

Class	Vehicle Type	Current	Proposed
1	Passenger Auto/Van/Pick-up	$ 3.00	$ 4.00
2	2 Axle Truck	6.00	8.00
3	3 Axle Truck or Tractor Trailer	9.00	12.00
4	4 Axle Truck or Tractor Trailer	12.00	16.00
5	5 Axle Tractor Trailer	15.00	20.00
6	6 Axle Tractor Trailer	18.00	24.00
7	Auto with 1 Axle Trailer	4.50	6.00
8	Bus - 2 Axle	3.00	3.00
9	Bus - 3 Axle	3.00	3.00
11	Motorcycle	2.00	3.00
	Carpool Discount Book (60 Ticket Book)	$30.00	$30.00
	Commuter Discount Book for the George Washington Bridge only (20 Ticket Book) (will also be accepted at Staten Island bridges)	$40.00	$60.00
	Commuter Discount Book for Staten Island bridges only (20 Ticket Book)	$40.00	$40.00
	General Discount Book (Scrip) (various denominations) and Commuter Discount Book (20 Ticket Book) for all vehicular crossings	10% Discount from Cash Toll - 25 Ticket Book	10% Discount from Cash Toll - Various Book Sizes

Commissioner McGoldrick submitted the following amendment seconded by Commissioner Schulman:

> **RESOLVED,** that the PATH fare be increased from $1 to $1.25, with appropriate discounts to be implemented as orginally proposed, and that the commuter discount tolls on the George Washington Bridge and the Staten Island bridges be ten percent as originally proposed.

The amendment was defeated with Commissioners McGoldrick and Schulman voting in favor and Chairman Leone and Commissioners Gluck, Henderson and Paterson voting against.

Whereupon, the proposed resolution was unanimously adopted.

TOLL INCREASE FOR VEHICULAR CROSSINGS – RESOLUTION

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Chasanoff, Eisenberg, Kalikow, Mack, Martini, Philibosian, Race, Sartor, Song and Weinstein voting in favor; Commissioner Donovan voting against:

> **RESOLVED,** that the resolution of the Board of Commissioners establishing tolls for use of Port Authority vehicular crossings, adopted on March 22, 1991, be and the same is hereby amended, to read as follows:
>
> > "**RESOLVED**, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles shall be classified as follows:
> >
> > Class 1: Two-axle vehicles with single rear wheels including passenger automobiles, mini vans, ambulances, hearses, taxis, passenger vehicles for hire, cargo vans, passenger vans with capacity for less than 10 passengers, light trucks, and recreation vehicles unless they form parts of combinations included in Class 7.
> >
> > Class 2: Vehicles with two axles and dual rear wheels, except buses, unless such vehicles form parts of combinations included in Classes 3, 4, 5 and 6.
> >
> > Class 3: Vehicles or combinations of vehicles with three axles, except buses, unless they form parts of combinations included in Classes 4, 5, 6 and 7.
> >
> > Class 4: Vehicles or combinations of vehicles with four axles, except buses, unless they form parts of combinations included in Classes 5, 6 and 7.
> >
> > Class 5: Vehicles or combinations of vehicles with five axles unless they form parts of combinations included in Classes 6 and 7.
> >
> > Class 6: Vehicles or combinations of vehicles with six axles.
> >
> > Class 7: Any Class 1 or Class 11 vehicle with trailer (the combination having three or more axles), recreation vehicles with three or more single-wheel axles.
> >
> > Class 8: Buses, minibuses and vans having two axles with capacity for 10 or more passengers.
> >
> > Class 9: Buses, minibuses and vans having three or more axles with capacity for 10 or more passengers.

Class 11: Motorcycles, with or without side-cars, unless such motorcycles form parts or combinations included in Class 7, and it is further;

RESOLVED, that effective March 25, 2001 at 3AM, the tolls set forth in the Schedule attached as an Addendum to this Resolution shall be charged per eastbound trip, no tolls to be collected for westbound passage for the use of vehicular crossings; and it is further

RESOLVED, that a discount from the cash toll shall be available for E-ZPass^{SM} users which will vary depending on the facility, the time of day, and the day of week traveled, including holidays. For all vehicle classes the "peak period" is weekdays from 6AM to 9AM and 4PM to 7PM, and weekends from 12 Noon to 8PM. The "off peak period" is all other times, except the "overnight period" for classes 2, 3, 4, 5 and 6 which is from 12 Midnight to 6AM on weekdays. On the following holidays the off-peak rate will be in effect for all classes of vehicles: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; and it is further

RESOLVED, that effective March 25, 2001 at 3AM, the All Bridges Plan, a discount program available to E-ZPass^{SM} customers is rescinded and that the Staten Island Bridges Plan is continued in the form proposed in the Schedule attached as an Addendum to this Resolution; and it is further,

RESOLVED, that the Executive Director, at his discretion, be and he hereby is authorized to adjust the peak period, off-peak period and overnight period for tolls for E-ZPass^{SM} users, with a report of such adjustment to be filed with the Board no less than ten days before it is to become effective; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, at his discretion, to modify the Traffic Rules and Regulations for vehicular crossings, including vehicular length, width, height, and size limitations, speed limits, stopping, standing and parking regulations, with a report on any such modifications to be filed with the Board no less than ten days before they are to become effective; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, at his discretion, to modify the Hazardous Material Transport Regulations for vehicular crossings, with a report on any such modifications to be filed with the Board no less than ten days before they are to become effective."

and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to take all action necessary or appropriate to implement the provisions of this resolution; and it is further

RESOLVED, that all other terms and conditions set forth in the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on March 22, 1991 are to remain unchanged.

Addendum

Effective March 25, 2001

Class	Time of Day/Plan	Port Authority Crossings		
Vehicles in Class 1		**G. Washington Bridge**	**Holland & Lincoln Tunnels**	**Outerbridge, Goethals & Bayonne**
	E-ZPass Off-Peak Period:	$ 4.00	$ 4.00	$ 4.00
	E-ZPass Peak Period:	$ 5.00	$ 5.00	$ 5.00
	Cash:	$ 6.00	$ 6.00	$ 6.00
	Staten Island Bridges Plan:	Not Applicable		$ 2.50
Vehicles in Class 2	E-ZPass Off-Peak Period:	$ 10.00		
	E-ZPass Weekday Overnight:	$ 7.00		
	E-ZPass Peak Period:	$ 12.00		
	Cash:	$ 12.00		
Vehicles in Class 3	E-ZPass Off-Peak Period:	$ 15.00		
	E-ZPass Weekday Overnight:	$ 10.50		
	E-ZPass Peak Period:	$ 18.00		
	Cash:	$ 18.00		
Vehicles in Class 4	E-ZPass Off-Peak Period:	$ 20.00		
	E-ZPass Weekday Overnight:	$ 14.00		
	E-ZPass Peak Period:	$ 24.00		
	Cash:	$ 24.00		
Vehicles in Class 5	E-ZPass Off-Peak Period:	$ 25.00		
	E-ZPass Weekday Overnight:	$ 17.50		
	E-ZPass Peak Period:	$ 30.00		
	Cash:	$ 30.00		
Vehicles in Class 6	E-ZPass Off-Peak Period:	$30.00	Additional Axles: $ 5.00	
	E-ZPass Weekday Overnight:	$21.00	Additional Axles: $ 3.50	
	E-ZPass Peak Period:	$36.00	Additional Axles: $ 6.00	
	Cash:	$36.00	Additional Axles: $ 6.00	
Vehicles in Class 7	***Crossings:***	**G. Washington Bridge**	**Holland & Lincoln Tunnels**	**Outerbridge, Goethals & Bayonne**
	E-ZPass Off-Peak Period:	$ 12.00	$ 12.00	$ 12.00
	E-ZPass Peak Period:	$ 15.00	$ 15.00	$ 15.00
	Cash:	$ 18.00	$ 18.00	$ 18.00
	Additional Axles (All Plans):	$ 3.00	$ 3.00	$ 3.00
Vehicles in Class 8	E-ZPass Off-Peak Period:	$2.70		
	E-ZPass Peak Period:	$2.70		
	Cash:	$3.00		
Vehicles in Class 9	E-ZPass Off-Peak Period:	$2.70		
	E-ZPass Peak Period:	$2.70		
	Cash:	$3.00		
Vehicles in Class 11	E-ZPass Off-Peak Period:	$3.00		
	E-ZPass Peak Period:	$4.00		
	Cash:	$5.00		

	Car Pool Plan	$1.00

TOLL INCREASE FOR VEHICULAR CROSSINGS – RESOLUTION

Pursuant to the foregoing report, the following resolution was adopted with Commissioners Bauer, Blakeman, Coscia, Mack, Pocino, Sartor and Silverman voting in favor; none against:

RESOLVED, that the resolution of the Board of Commissioners establishing tolls for use of Port Authority vehicular crossings, adopted on January 25, 2001, shall be and the same hereby is rescinded; and it is further

RESOLVED, that for the purpose of establishing, levying and collecting tolls for the use of vehicular crossings, vehicles shall be classified as follows:

Class 1: Two-axle vehicles with single rear wheels including passenger automobiles, mini vans, ambulances, hearses, taxis, passenger vehicles for hire, cargo vans, passenger vans with capacity for less than 10 persons, light trucks, and recreation vehicles unless they form parts of combinations included in Class 7.

Class 2: Vehicles with two axles and dual rear wheels, except buses, unless such vehicles form parts of combinations included in Classes 3, 4, 5 and 6.

Class 3: Vehicles or combinations of vehicles with three axles, except buses, unless they form parts of combinations included in Classes 4, 5, 6 and 7.

Class 4: Vehicles or combinations of vehicles with four axles, except buses, unless they form parts of combinations included in Classes 5, 6 and 7.

Class 5: Vehicles or combinations of vehicles with five axles unless they form parts of combinations included in Classes 6 and 7.

Class 6: Vehicles or combinations of vehicles with at least six axles.

Class 7: Any Class 1 or Class 11 vehicle with trailer (the combination having three or more axles), and recreation vehicles with three or more single-wheel axles.

Class 8: Buses, minibuses and vans having two axles with capacity for 10 or more persons.

Class 9: Buses, minibuses and vans having three or more axles with capacity for 10 or more persons.

Class 11: Motorcycles, with or without side-cars, unless such motorcycles form parts or combinations included in Class 7, and it is further;

RESOLVED, that effective March 2, 2008, at 3:00 AM, the tolls set forth in the attached Tolls Schedule shall be charged per New York-bound trip, no tolls to be collected for New Jersey-bound passage for the use of vehicular crossings; and it is further

RESOLVED, that a discount from the cash toll shall be available for E-ZPass® users which will vary depending on the facility, the time of day, and the day of week traveled, including holidays. For all vehicle classes the "peak hours" is weekdays from 6AM to 9AM and 4PM to 7PM, and weekends from 12 Noon to 8PM. The "off peak hours" is all other times, except the "overnight hours" for classes 2, 3, 4, 5 and 6, which is from 12 Midnight to 6AM on weekdays. On the following holidays the off-peak rate will be in effect at all hours for all classes of vehicles: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; and it is further

RESOLVED, that a Carpool Plan toll rate shall be available for enrolled E-ZPass® users in Class 1 or Class 11 vehicles with three or more persons, subject to procedures adopted by the Executive Director, as provided in the attached Tolls Schedule; and it is further

RESOLVED, that the Port Authority Staten Island Bridges Plan available for enrolled E-ZPass® users is continued as provided in the attached Tolls Schedule; and it is further

RESOLVED, that a GreenPass Plan toll rate shall be available for enrolled E-ZPass® users in certain pre-registered qualifying vehicles displaying a specially-issued E-ZPass® tag, which may vary depending on the time of day and the day of week traveled, including holidays, subject to procedures adopted by the Executive Director as provided in the attached Tolls Schedule; and it is further

RESOLVED, that the Executive Director, at his discretion, be and he hereby is authorized to adjust the peak hours, off-peak hours and overnight hours for tolls, and other terms and conditions for E-ZPass® users, and the Staten Island Bridges Plan, the Carpool Plan, the GreenPass Plan, and to select any successor inflation index to the Consumer Price Index (CPI) as may be published by the United States Government for use in connection with the annual calculations and periodic changes in tolls as described in the report before the Board, and to fix the period for such changes, with a report of such adjustments to be filed with the Board no less than ten days before such adjustments are to become effective; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, at his discretion, to set terms and conditions governing the collection of tolls by the use of E-ZPass® or other Electronic Toll Collection systems and to take all necessary action in connection with the implementation of any such system; and it is further

RESOLVED, that, consistent with the applicable statutory provisions and in effectuation of the Port Authority's obligations to and for the benefit of the holders of its bonds, the Executive Director be, and he hereby is, authorized and directed to implement changes in the tolls as reflected in the attached Tolls Schedule (as the same is adjusted from time to time), calculated in accordance with annual increases in the CPI, as more fully described in the report before the Board; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized, at his discretion, to modify the Traffic Rules and Regulations for vehicular crossings, including vehicular length, width, height, and size limitations, speed limits, stopping, standing and parking regulations, and the Port Authority Hazardous Materials Transport Regulations for vehicular crossings, with a report on any such modifications to be filed with the Board no less than ten days before they are to become effective; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to review and set periodically toll rates, in the New York-bound or New Jersey-bound direction or both, for "specials" and the fees for special inspections, facility closures or special uses, and/or escort services; "specials" are any vehicles, animals, or combinations of vehicles that:

(1) exceed established limitations for length, width, height, or weight at Port Authority bridges and tunnels; and/or

(2) require special handling, inspections, and/or escorts due to either their unique construction and/or design, type of cargo, speed, maneuverability, or other unusual operating characteristics or features, such as, but not limited to: operating characteristics or features associated with certain types of construction equipment, tracked vehicles, articulated vehicles, floats, animals ridden, led or herded, or animal-drawn vehicles, and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to make any selection, designation, determination, or estimate, to formulate and express any opinions, to exercise any discretion or judgment, and to take all action necessary or appropriate or which may be or is required to be made, taken, formulated, expressed, or exercised to implement the provisions of this resolution.

Tolls Schedule
As of March 2, 2008

CLASS	VEHICLE TYPE	# OF AXLES	E-ZPass® Off-Peak Hours	E-ZPass® Peak Hours	E-ZPass® Trucks Weekday Overnight Hours	Cash Toll All Hours
1	VEHICLES WITH TWO AXLES AND SINGLE REAR WHEELS (includes two-axle recreational vehicles with single rear wheels and no add'l axles in tow)	2	$6.00	$8.00	N/A	$8.00
2	VEHICLES WITH TWO AXLES AND DUAL REAR WHEELS (includes two-axle recreational vehicles with dual rear wheels)	2	$14.00	$16.00	$11.00	$16.00
3	VEHICLES WITH THREE AXLES (or combinations of vehicles totaling three axles)	3	$21.00	$24.00	$16.50	$24.00
4	VEHICLES WITH FOUR AXLES (or combination of vehicles totaling four axles)	4	$28.00	$32.00	$22.00	$32.00
5	VEHICLES WITH FIVE AXLES (or combinations of vehicles totaling five axles)	5	$35.00	$40.00	$27.50	$40.00
6	VEHICLES WITH AT LEAST SIX AXLES (or combinations of vehicles totaling at least six axles)	6	$42.00	$48.00	$33.00	$48.00
		Axles in excess of 6	$ 7.00 each	$ 8.00 each	$ 5.50 each	$ 8.00 each
7	CLASS 1 OR 11 WITH TRAILER AND REC-REATIONAL VEHICLES (minimum three single-wheel axles)	3	$11.00	$13.00	N/A	$13.00
		Axles in excess of 3	$ 5.00 each	$ 5.00 each	N/A	$ 5.00 each
8	TWO AXLE BUSES AND MINI BUSES	2	$4.00	$4.00	N/A	$6.00
9	THREE AXLE BUSES AND MINI BUSES	3 & Up	$4.00	$4.00	N/A	$6.00

11	MOTORCYCLE	2	$5.00	$7.00	N/A	$7.00
	CARPOOL PLAN*	2	$2.00	$2.00	N/A	N/A
	PORT AUTHORITY STATEN ISLAND BRIDGES PLAN**		$4.00**	$4.00**	N/A	N/A
	GREENPass***	2	$4.00	***	N/A	N/A

* The Carpool Plan is available to enrolled E-ZPass® customers in Class 1 or Class 11 vehicles with three or more persons.

** The Port Authority Staten Island Bridges Plan, $80 for 20 trips in a 35-day period at the Goethals and Bayonne Bridges and Outerbridge Crossing, is available to all enrolled E-ZPass® customers with non-commercial plates. The present cost of each trip is $4.00; unused trips will be billed to the account.

*** The GREENPass plan is available to all enrolled E-ZPass® customers with certain eligible low-emissions Class 1 vehicles. Eligible low emissions vehicles will be designated from time to time. The GREENPass plan discount is not applicable during peak hours.

TOLL INCREASE FOR VEHICULAR CROSSINGS – RESOLUTION

Pursuant to the foregoing report, the Board adopted the following resolution, with Commissioners Grayson, Holmes, Lynford, Moerdler, Pocino, Samson, Sartor, Schuber and Steiner voting in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present.

RESOLVED, that the toll schedule contained in the resolution of the Board of Commissioners establishing tolls for the use of Port Authority vehicular crossings, adopted on January 4, 2008, be and the same hereby is revised to provide that vehicles in the classes set forth below shall be subject to the tolls indicated for such classes, effective at 3:00 a.m. on the dates indicated, for passage on the vehicular crossings of the Port Authority in the New York-bound direction, no tolls to be collected for New Jersey-bound passage:

Class 1 vehicles - two axles, single rear wheels: E-ZPass® off-peak toll shall be $7.50 effective September 18, 2011; $8.25 effective the first Sunday in December, 2012; $9.00 effective the first Sunday in December, 2013; $9.75 effective the first Sunday in December, 2014; and $10.50 effective the first Sunday in December, 2015; and the E-ZPass® peak toll shall be $9.50 effective September 18, 2011; $10.25 effective the first Sunday in December, 2012; $11.00 effective the first Sunday in December, 2013; $11.75 effective the first Sunday in December, 2014; and $12.50 effective the first Sunday in December, 2015; and cash tolls at all times shall be $12.00 effective September 18, 2011; $13.00 effective the first Sunday in December, 2012; $14.00 effective the first Sunday in December, 2014; and $15.00 effective the first Sunday in December, 2015.

Class 2 vehicles - two axles, dual rear wheels: E-ZPass® off-peak toll shall be $18.00 effective September 18, 2011; $22.00 effective the first Sunday in December, 2012; $26.00 effective the first Sunday in December, 2013; $30.00 effective the first Sunday in December, 2014; and $34.00 effective the first Sunday in December, 2015; the E-ZPass® peak toll shall be $20.00 effective September 18, 2011; $24.00 effective the first Sunday in December, 2012; $28.00 effective the first Sunday in December, 2013; $32.00 effective the first Sunday in December, 2014; and $36.00 effective the first Sunday in December, 2015; E-ZPass® weekday overnight tolls for trucks shall be $15.00 effective September 18, 2011; $19.00 effective the first Sunday in December, 2012; $23.00 effective the first Sunday in December, 2013; $27.00 effective the first Sunday in December, 2014; and $31.00 effective the first Sunday in December, 2015; and cash tolls at all times shall be $26.00 effective September 18, 2011; $30.00 effective the first Sunday in December, 2012; $34.00 effective the first Sunday in December, 2013; $38.00 effective the first Sunday in December, 2014; and $42.00 effective the first Sunday in December, 2015.

Class 3 vehicles - three axles: E-ZPass® off-peak toll shall be $27.00 effective September 18, 2011; $33.00 effective the first Sunday in December, 2012; $39.00 effective the first Sunday in December, 2013; $45.00 effective the first Sunday in December, 2014; and $51.00 effective the first Sunday in December, 2015; the E-ZPass® peak toll shall be $30.00 effective September 18, 2011; $36.00

effective the first Sunday in December, 2012; $42.00 effective the first Sunday in December, 2013; $48.00 effective the first Sunday in December, 2014; and $54.00 effective the first Sunday in December, 2015; E-ZPass® weekday overnight tolls for trucks shall be $22.50 effective September 18, 2011; $28.50 effective the first Sunday in December, 2012; $34.50 effective the first Sunday in December, 2013; $40.50 effective the first Sunday in December, 2014; and $46.50 effective the first Sunday in December, 2015; and cash tolls at all times shall be $39.00 effective September 18, 2011; $45.00 effective the first Sunday in December, 2012; $51.00 effective the first Sunday in December, 2013; $57.00 effective the first Sunday in December, 2014; and $63.00 effective the first Sunday in December, 2015.

Class 4 vehicles - four axles: E-ZPass® off-peak toll shall be $36.00 effective September 18, 2011; $44.00 effective the first Sunday in December, 2012; $52.00 effective the first Sunday in December, 2013; $60.00 effective the first Sunday in December, 2014; and $68.00 effective the first Sunday in December, 2015; the E-ZPass® peak toll shall be $40.00 effective September 18, 2011; $48.00 effective the first Sunday in December, 2012; $56.00 effective the first Sunday in December, 2013; $64.00 effective the first Sunday in December, 2014; and $72.00 effective the first Sunday in December, 2015; E-ZPass® weekday overnight tolls for trucks shall be $30.00 effective September 18, 2011; $38.00 effective the first Sunday in December, 2012; $46.00 effective the first Sunday in December, 2013; $54.00 effective the first Sunday in December, 2014; and $62.00 effective the first Sunday in December, 2015; and cash tolls at all times shall be $52.00 effective September 18, 2011; $60.00 effective the first Sunday in December, 2012; $68.00 effective the first Sunday in December, 2013; $76.00 effective the first Sunday in December, 2014; and $84.00 effective the first Sunday in December, 2015.

Class 5 vehicles - five axles: E-ZPass® off-peak toll shall be $45.00 effective September 18, 2011; $55.00 effective the first Sunday in December, 2012; $65.00 effective the first Sunday in December, 2013; $75.00 effective the first Sunday in December, 2014; and $85.00 effective the first Sunday in December, 2015; the E-ZPass® peak toll shall be $50.00 effective September 18, 2011; $60.00 effective the first Sunday in December, 2012; $70.00 effective the first Sunday in December, 2013; $80.00 effective the first Sunday in December, 2014; and $90.00 effective the first Sunday in December, 2015; E-ZPass® weekday overnight tolls for trucks shall be $37.50 effective September 18, 2011; $47.50 effective the first Sunday in December, 2012; $57.50 effective the first Sunday in December, 2013; $67.50 effective the first Sunday in December, 2014; and $77.50 effective the first Sunday in December, 2015; and cash tolls at all times shall be $65.00 effective September 18, 2011; $75.00 effective the first Sunday in December, 2012; $85.00 effective the first Sunday in December, 2013; $95.00 effective the first Sunday in December, 2014; and $105.00 effective the first Sunday in December, 2015.

Class 6 vehicles - six axles or more, or combination of vehicles totaling at least six axles: E-ZPass® off-peak toll shall be $54.00 effective September 18, 2011 (additional axle $9.00); $66.00 effective the first Sunday in December, 2012 (additional axle $11.00); $78.00 effective the first Sunday in December, 2013 (additional axle $13.00); $90.00 effective the first Sunday in December, 2014

(additional axle $15.00); and $102.00 effective the first Sunday in December, 2015 (additional axle $17.00); the E-ZPass® peak toll shall be $60.00 effective September 18, 2011 (additional axle $10.00); $72.00 effective the first Sunday in December, 2012 (additional axle $12.00); $84.00 effective the first Sunday in December, 2013 (additional axle $14.00); $96.00 effective the first Sunday in December, 2014 (additional axle $16.00); and $108.00 effective the first Sunday in December, 2015 (additional axle $18.00); E-ZPass® weekday overnight tolls for trucks shall be $45.00 effective September 18, 2011 (additional axle $7.50); $57.00 effective the first Sunday in December, 2012 (additional axle $9.50); $69.00 effective the first Sunday in December, 2013 (additional axle $11.50); $81.00 effective the first Sunday in December, 2014 (additional axle $13.50); and $93.00 effective the first Sunday in December, 2015 (additional axle $15.50); and cash tolls at all times shall be $78.00 effective September 18, 2011 (additional axle $13.00); $90.00 effective the first Sunday in December, 2012 (additional axle $15.00); $102.00 effective the first Sunday in December, 2013 (additional axle $17.00); $114.00 effective the first Sunday in December, 2014 (additional axle $19.00); and $126.00 effective the first Sunday in December, 2015 (additional axle $21.00).

Class 7 vehicles - recreational vehicles and Class 1 and 11 vehicles with trailers: E-ZPass® off-peak toll shall be $14.00 effective September 18, 2011 (additional axle $6.50); $15.50 effective the first Sunday in December, 2012 (additional axle $7.25); $17.00 effective the first Sunday in December, 2013 (additional axle $8.00); $18.50 effective the first Sunday in December, 2014 (additional axle $8.75); and $20.00 effective the first Sunday in December, 2015 (additional axle $9.50); the E-ZPass® peak toll shall be $16.00 effective September 18, 2011 (additional axle $6.50); $17.50 effective the first Sunday in December, 2012 (additional axle $7.25); $19.00 effective the first Sunday in December, 2013 (additional axle $8.00); $20.50 effective the first Sunday in December, 2014 (additional axle $8.75); and $22.00 effective the first Sunday in December, 2015 (additional axle $9.50); and cash tolls at all times shall be $22.00 effective September 18, 2011 (additional axle $10.00); $25.00 effective the first Sunday in December, 2012 (additional axle $12.00); $27.00 effective the first Sunday in December, 2013 (additional axle $13.00); $30.00 effective the first Sunday in December, 2014 (additional axle $15.00); and $33.00 effective the first Sunday in December, 2015 (additional axle $17.00).

Class 8 vehicles - two-axle buses and mini-buses: E-ZPass® off-peak toll shall be $10.00 effective September 18, 2011; $10.75 effective the first Sunday in December, 2012; $11.50 effective the first Sunday in December, 2013; $12.25 effective the first Sunday in December, 2014; and $13.00 effective the first Sunday in December, 2015; and the E-ZPass® peak toll shall be $10.00 effective September 18, 2011; $10.75 effective the first Sunday in December, 2012; $11.50 effective the first Sunday in December, 2013; $12.25 effective the first Sunday in December, 2014; and $13.00 effective the first Sunday in December, 2015; and cash tolls at all times shall be $20.00 effective September 18, 2011; $21.00 effective the first Sunday in December, 2012; $22.00 effective the first Sunday in December, 2013; $23.00 effective the first Sunday in December, 2014; and $24.00 effective the first Sunday in December, 2015.

Class 9 vehicles - three-axle buses and mini-buses: E-ZPass® off-peak toll shall be $10.00 effective September 18, 2011; $10.75 effective the first Sunday in December, 2012; $11.50 effective the first Sunday in December, 2013; $12.25 effective the first Sunday in December, 2014; and $13.00 effective the first Sunday in December, 2015; and the E-ZPass® peak toll shall be $10.00 effective September 18, 2011; $10.75 effective the first Sunday in December, 2012; $11.50 effective the first Sunday in December, 2013; $12.25 effective the first Sunday in December, 2014; and $13.00 effective the first Sunday in December, 2015; and cash tolls at all times shall be $20.00 effective September 18, 2011; $21.00 effective the first Sunday in December, 2012; $22.00 effective the first Sunday in December, 2013; $23.00 effective the first Sunday in December, 2014; and $24.00 effective the first Sunday in December, 2015.

Class 11 vehicles - motorcycles: E-ZPass® off-peak toll shall be $6.50 effective September 18, 2011; $7.25 effective the first Sunday in December, 2012; $8.00 effective the first Sunday in December, 2013; $8.75 effective the first Sunday in December, 2014; and $9.50 effective the first Sunday in December, 2015; and the E-ZPass® peak toll shall be $8.50 effective September 18, 2011; $9.25 effective the first Sunday in December, 2012; $10.00 effective the first Sunday in December, 2013; $10.75 effective the first Sunday in December, 2014; and $11.50 effective the first Sunday in December, 2015; and cash tolls at all times shall be $11.00 effective September 18, 2011; $12.00 effective the first Sunday in December, 2012; $13.00 effective the first Sunday in December, 2013; $14.00 effective the first Sunday in December, 2014; and $15.00 effective the first Sunday in December, 2015.

Carpool Plan - Class 1 or 11 vehicles with three or more people: E-ZPass® off-peak toll shall be $3.50 effective September 18, 2011; $4.25 effective the first Sunday in December, 2012; $5.00 effective the first Sunday in December, 2013; $5.75 effective the first Sunday in December, 2014; and $6.50 effective the first Sunday in December, 2015; and the E-ZPass® peak toll shall be $3.50 effective September 18, 2011; $4.25 effective the first Sunday in December, 2012; $5.00 effective the first Sunday in December, 2013; $5.75 effective the first Sunday in December, 2014; and $6.50 effective the first Sunday in December, 2015.

GREENPass - eligible low-emission Class 1 vehicles: E-ZPass® off-peak toll shall be $4.00 effective September 18, 2011; $4.75 effective the first Sunday in December, 2012; $5.50 effective the first Sunday in December, 2013; $6.25 effective the first Sunday in December, 2014; and $7.00 effective the first Sunday in December, 2015; and the E-ZPass® peak toll shall be $9.50 effective September 18, 2011; $10.25 effective the first Sunday in December, 2012; $11.00 effective the first Sunday in December, 2013; $11.75 effective the first Sunday in December, 2014; and $12.50 effective the first Sunday in December, 2015.

The Port Authority Staten Island Bridges Plan: The toll for enrolled E-ZPass® users with non-commercial plates shall be $95.00 for 20 trips in a 35-day period at the Goethals Bridge, Outerbridge Crossing and Bayonne Bridge effective September 18, 2011; $105.00 effective the first Sunday in December, 2012; $110.00 effective the first Sunday in December, 2013; $120.00 effective the first Sunday in

December, 2014; and $125.00 effective the first Sunday in December, 2015; and it is further

RESOLVED, that, effective September 18, 2011, "peak hours" shall be weekdays from 6:00 a.m. to 10:00 a.m. and 4:00 p.m. to 8:00 p.m., and Saturdays and Sundays from 11:00 a.m. to 9:00 p.m.; "off peak hours" shall be all other times, except that "weekday overnight hours" for Classes 2, 3, 4, 5 and 6 shall be from 10:00 p.m. Sundays through Thursdays to 6:00 a.m. Mondays through Fridays, respectively; and it is further

RESOLVED, that all the other terms and conditions set forth in the resolution of the Board of Commissioners establishing tolls for the use of vehicular crossings, adopted on January 4, 2008, shall remain in full force and effect; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to evaluate, and recommend to the Board of Commissioners, the establishment of a "Truck Repeat Volume Program"; and it is further

RESOLVED, that the Executive Director be and he hereby is authorized to make any selection, designation, determination, or estimate, to formulate and express any opinions, to exercise any discretion or judgment, and to take all action necessary or appropriate or which may be or is required to be made, taken, formulated, expressed, or exercised to implement the provisions of this resolution.

COMPREHENSIVE AUDIT OF THE PORT AUTHORITY

Pursuant to the Toll Increase for Vehicular Crossings Report, the Board adopted the following resolution, with Commissioners Grayson, Holmes, Lynford, Moerdler, Pocino, Samson, Sartor, Schuber and Steiner voting in favor. General Counsel confirmed that sufficient affirmative votes were cast for the action to be taken, a quorum of the Board being present:

> **RESOLVED,** that the Committee on Operations shall immediately conduct a comprehensive audit of the Port Authority (and it is authorized in consultation with the Audit Committee to take all actions in connection therewith), and upon the completion of such audit shall make a full report to the Board for its consideration.

Whereupon, the meeting was adjourned.

_____
Deputy Secretary