

EXHIBIT E

HISTORY OF BRIDGE AUTHORITY TOLLS

A Brief Chronological History

Of

Toll Rates on NYS Bridge Authority Facilities

- 3/29/33 - New York State Bridge Authority takes jurisdiction of the Mid-Hudson Bridge and adopts the toll schedule then in effect under the Department of Public Works. Thirty-six often complex separate tolls included the following:

		<u>Each Way</u>
Pedestrians		.10
Passenger Automobiles		.80
Passengers in vehicles		.10
Commuter Tickets	(25 trips in 50 days)	.30
	(62 trips in 52 days)	.19
	(25 trips in 180 days)	.50
	(50 trips in 1 year)	.50
Trucks	(1 ton or less)	.80
	(1 ton to 2 tons capacity)	1.25
	(2 tons to 3 tons capacity)	1.50
	(3 tons to 5 tons capacity)	1.75
	(over 5 tons, per additional ton)	.50
One-horse wagons	(up to 16 feet)	.50
	(16 to 20 feet)	.60
Two-horse wagons	(up to 16 feet)	.60
	(over 16 feet)	.75
Horses, oxen, cows, yearlings		.20
Calves, hogs, sheep, lambs		.10
Bicycle and rider		.20
Saddle horse and rider		.30

- 9/15/37 - Tolls were reduced overall although 18 separate categories were maintained. Passengers in vehicles were no longer tolled and livestock was now banned except as cargo in or motive power for vehicles.

		<u>Each Way</u>
Pedestrians		.10
Passenger Automobiles		.50

Commuter Tickets	(10 trips in 6 months)	.35
	(50 trips in 1 year)	.30
	(60 trips in 50 days)	.20
Trucks	(under 2 tons capacity on 2 axles)	.50
	(2 to 5 tons capacity on 2 axles)	.75
	(over 5 tons capacity on 2 axles)	1.00
	(under 2 tons on 3 axles)	.75
	(2 to 5 tons capacity on 3 axles)	1.00
	(over 5 tons on 3 axles)	1.25
	(Extra axles on all vehicles)	.25
Wagon or Horse and Rider		.20
Pedestrians or Bicycles		.10

12/10/41 - Again, tolls were reduced overall. This time the toll schedule was greatly simplified and commuter tickets were restricted to use by passenger cars only. The entire toll schedule appeared as follows:

	<u>Each Way</u>
Pedestrians	.10
Passenger Automobiles	.35
Commuter Tickets	(10 trips in 6 months) .25
	(50 trips in 1 year) .25
	(60 trips in 50 days) .15
2 Axle Truck	.35
3 Axle Truck	.65
4 Axle Truck	.95
Heavy Loads	1.50
Bus	.50
Motorcycle	.15
Passenger Car and Trailer	.65
Horse and Wagon	.20
Horse and Rider	.20
Bicycle and Rider	.10

7/15/45 - With the Second World War nearing its end and the Army replacing commuters as its single major source of revenue, vehicle tolls were again reduced, commuter tickets abandoned and even pedestrians finally received a break. The 1945 toll schedule included the following:

	<u>Each Way</u>
Pedestrians	.05
Passenger Automobiles	.25
Trucks	
(up to 25 tons on 2 axles)	.25
(up to 25 tons on 3 axles)	.50
(up to 25 tons on 4 axles)	.75
(Each ton over 25 tons)	.50
Horse and Wagon	.15
Horse and Rider	.15
Bicycle and Rider	.05
Extra axles on all vehicles	.25

12/30/54 - Tolls for heavy trucks were increased as trucks began to be seen more frequently and in larger configurations than ever before.

	<u>Each Way</u>
Trucks	
(up to 25 tons on 2 axles and 4 tires)	.25
(up to 25 tons on 2 axles and 6 axles)	.50
(up to 25 tons on 3 axles)	.75
(up to 25 tons on 4 axles)	1.00

Extra axles tolls (.25¢) and extra weight tolls (.50¢) were not changed.

At this time, also, Commutation Tickets were restored with the issuance of 60 trip books good for 2 months at \$9.00 per book (or .30¢ per round trip), the same toll in effect today.

6/1/63 - Axle tolls replaced weight related tolls for most trucks resulting in a slight increase for mid-size trucks and a slight toll reduction for most heavy trucks. Special vehicles such as construction equipment were made subject to a dual toll schedule including both an axle toll and a weight toll.

Meanwhile, a separate higher toll schedule was enacted for the about to be opened Newburgh-Beacon Bridge. Passenger cars and small trucks were required to pay .25¢ more in each direction and larger trucks were charged .50¢ more.

10/15/66 - Tolls at all Authority bridges were again made uniform at the following rates:

	<u>Each Way</u>
Pedestrians	.05
Passenger Automobiles	.25
Trucks	
(4 tires on 2 axles)	.25
(6 tires on 2 axles)	.50
(3 axles)	1.00
(4 axles)	1.25
(5 axles)	1.50
(Extra axles)	.25

Miscellaneous construction vehicles, low-bed trailers, special permit vehicles and other specified vehicles - .50¢ per axle and .50¢ per ton over 20 tons.

	<u>Each Way</u>
Commuter Tickets (60 trips in 60 days)	.15

8/12/70 - Eastbound tolls were doubled (.50¢) and all westbound toll collections ceased.

11/2/80 - Pedestrian tolls were abandoned.

7/2/1989 - Tolls rose to .75¢ round trip for passenger cars.

	<u>Round Trip</u>
Trucks	
(4 tires on 2 axles)	.75
(6 tires on 2 axles)	1.50
(All other vehicles)	1.00/per axle

Commuter tickets use only valid with 3 or more persons in each vehicle.

1998 - E-ZPass installed on all the bridges throughout the year.

Newburgh-Beacon	February 14, 1998 (soft opening)
	February 23, 1998 (official opening)
Bear Mountain	May 15, 1998
Kingston-Rhinecliff	June 25, 1998
Rip Van Winkle	July 29, 1998
Mid-Hudson	November 6, 1998

2/5/2000 - Tolls rose to \$1.00 round trip for passenger cars and \$1.50 per axle for commercial vehicles. Tolls increased for E-ZPass customers with the commuter plan (up .10¢) to .50¢ round trip.

1/30/2012 - Tolls increased with the addition of a discount for E-ZPass for all classes. Round trip for passenger cars increased for E-ZPass to \$1.25, for Cash to \$1.50 and round trip for commercial vehicles for E-ZPass to \$2.25, Cash \$2.50 per axle. Commuter plan increased to \$1.00 per round trip