



AMERICAN TRUCKING ASSOCIATIONS

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Bill Graves
President and Chief Executive Officer

August 25, 2011

Honorable Chris Christie
Office of the Governor
P.O. Box 001
Trenton, New Jersey 08625

Honorable Andrew M. Cuomo
Governor of New York State
NY State Capitol Building
Albany, NY 12224

Dear Governors Christie and Cuomo:

The American Trucking Associations (ATA) strongly opposes the unprecedented proposal by the Port Authority of New York & New Jersey (PANYNJ) to increase toll rates on trucks by up to 182%. We urge you to veto this proposal, which will not only devastate trucking companies who serve the New York City area, but will also increase the cost of doing business in a region already regarded as among the most expensive in the nation. Even more distressing is that a majority of new revenues will subsidize projects with no benefit to those paying the tolls.

Under the proposal, a typical 5-axle truck's toll when using a PANYNJ bridge or tunnel will increase from \$35 to \$45 for EZPASS off-peak usage and to \$85 in 2015. EZPASS peak rates will increase from \$40 to \$50 and to \$90 in 2015, while maximum cash rates will jump by an astounding 163% to \$105 in 2015. To put this proposal into perspective, and to demonstrate how disproportionately high the tolls will be, I would like to share with you the cash rate for 5-axle trucks at other major bridges and tunnels around the country:

San Francisco-Oakland Bay Bridge - \$18.00
Golden Gate Bridge - \$24.00
Delaware Memorial Bridge - \$25.00
Baltimore Harbor Tunnel, Ft. McHenry Tunnel, Francis Scott Key Bridge - \$12.00
Tobin Bridge (Boston) - \$9.00
Ambassador Bridge - Detroit-Windsor - \$22.50
Peace Bridge (Buffalo) - \$28.00
Delaware River Joint Toll Bridge Commission Bridges - \$20.00
Benjamin Franklin Bridge, Walt Whitman Bridge, Commodore Barry Bridge, Betsy Ross Bridge (Philadelphia) - \$37.50
Chesapeake Bay Bridge/Tunnel (Hampton Roads) - \$35.00

Good stuff.



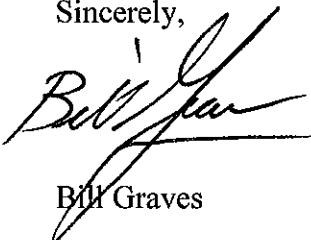
By 2015 toll rates under the proposal will be nearly three times higher than the rates for the most expensive bridges in the country. The New York City area is already the most expensive region for trucking companies to operate in. On top of the already high tolls that trucks pay, the average 5-axle tractor-semitrailer pays over \$9,000 in New York state highway user fees annually, the second highest in the country. While New Jersey's rate is lower at \$3,412 per year, trucks operating in New Jersey have an extremely high toll burden.

Furthermore, it is important to consider that many trucks making deliveries to and from the New York City area travel along the East Coast corridor, and that the costs of transportation along the entire corridor are ultimately passed on to New York residents and businesses. A 5-axle truck making a delivery from Baltimore to New York City, for example, currently pays \$114.25 in tolls at the cash rate—under the PANYNJ proposal, that figure will rise to \$179.25 by 2015. If toll rate increases currently under consideration in Maryland take effect, by 2015 the truck will pay \$209.25. Even under current toll rates, the toll cost for the average trucking company comprises more than one-third of that company's delivery costs for the Baltimore-NYC route. A toll burden of \$209.25 would make up more than half the carrier's costs.

Additional costs of this magnitude exist nowhere else in the country, and put the Northeast region at a distinct economic disadvantage. Raising the toll rates to the proposed levels will exacerbate an already untenable situation, and will very likely have a significant negative impact on companies' willingness to expand or maintain operations in your states, and to retain jobs in the region.

If the proposal is approved, ATA will be compelled to consider its legal and legislative options. For the reasons listed above, I hope you will veto this ill-conceived proposal and work with ATA and the New Jersey and New York Motor Truck Associations to find a better solution.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Graves", with a horizontal line underneath the name.

Bill Graves

CC: Gail Toth, New Jersey Motor Truck Association
Kendra Adams, New York State Motor Truck Association