

**DELAWARE RIVER**  
**JOINT TOLL BRIDGE COMMISSION**  
**MINUTES**  
**MEETING OF MARCH 29, 2021**

**DELWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**MEMBERS OF THE COMMISSION**

**NEW JERSEY**

HONORABLE MICHAEL B. LAVERY  
**Chairman**

HONORABLE ALADAR KOMJATHY

HONORABLE GARRETT LEONARD VAN VLIET

HONORABLE LORI CIELSA

HONORABLE YUKI MOORE LAURENTI  
**Treasurer**

**PENNSYLVANIA**

HONORABLE PAMELA JANVEY  
**Vice Chair**

HONORABLE AMY ZANELLI

HONORABLE ISMAIL A. SHAHID

HONORABLE DANIEL GRACE  
**Secretary**

HONORABLE JOHN D. CHRISTY

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**STANDING COMMITTEES**

**FINANCE, INSURANCE MANAGEMENT AND OPERATIONS**

**PENNSYLVANIA:** Shahid, Grace\*

**NEW JERSEY:** Ciesla, Laurenti

**PROJECTS, PROPERTY AND EQUIPMENT**

**PENNSYLVANIA:** Shahid, Christy

**NEW JERSEY:** Lavery\*, Van Vliet

**PROFESSIONAL SERVICES**

**PENNSYLVANIA:** Janvey\*, Grace

**NEW JERSEY:** Komjathy, Van Vliet

**PERSONNEL**

**PENNSYLVANIA:** Grace, Janvey

**NEW JERSEY:** Ciesla\*, Komjathy

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**AUDIT COMMITTEE**

**PENNSYLVANIA:** Shahid\*, Janvey

**NEW JERSEY:** Lavery, Laurenti

**ADMINISTRATIVE COMMITTEE**

**PENNSYLVANIA:** Grace, Zanelli

**NEW JERSEY:** Laurenti\*, Ciesla

Chairman and Vice Chairman Ex-Officio of all Committees

\*Chairman of Committee

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION  
RECAPITULATION OF COMMITTEE MEMBERSHIP**

<b>Lavery</b>	(1) Ex-Officio of all Committees (2) Projects, Property and Equipmen(Chairperson) (3) Audit Committee
<b>Ciesla</b>	(1) Finance, Insurance Management and Operations Committee (2) Personnel Committee (Chairperson) (3) Administrative Committee
<b>Shahid</b>	(1) Projects, Property and Equipment Committttee (2) Finance, Insurance Management and Operations Committee (3) Audit Committee (Chairperson)
<b>Grace</b>	(1) Professional Services (2) Personnel Committee (3) Administrative Committee (4) Finance, Insurance Management and Operations Committee (Chairperson)
<b>Janvey</b>	(1) ProfessionalServices(Chairperson) (2) Personnel Committee (3) Audit Committee
<b>Laurenti</b>	(1) Finance, Insurance Management and Operations Committee (2) Audit Committee (3) Administrative Committee (Chairperson)
<b>Christy</b>	(1) Projects, Property and Equipment Committee
<b>Komjathy</b>	(1) Professional Services (2) Personnel Committee
<b>Zanelli</b>	(1) Administrative Committee
<b>Van Vliet</b>	(1) Projects, Property and Equipment Committee (2) Professional Services Committee



**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**PROFESSIONAL ASSOCIATES**

**CONSULTING ENGINEERS**

VAN CLEEF ENGINEERING ASSOCIATES, LLC  
Freehold, New Jersey

**LEGAL COUNSEL**

ARCHER  
Philadelphia, Pennsylvania

FLORIO, PERRUCCI, STEINHARDT & CAPPELLI  
Phillipsburg, New Jersey

**EMPLOYMENT COUNSEL**

STRADLEY, RONON, STEVENS&YOUNG  
Philadelphia, Pennsylvania

CHISEA, SHANINIAN & GIANTOMASI  
West Orange, New Jersey

**AUDITOR**

MERCADIEN, P.C.  
Hamilton, New Jersey

**FINANCIAL ADVISOR**

ACACIA FINANCIAL GROUP  
Mt. Laurel, New Jersey

**COMMUNICATIONS CONSULTANT**

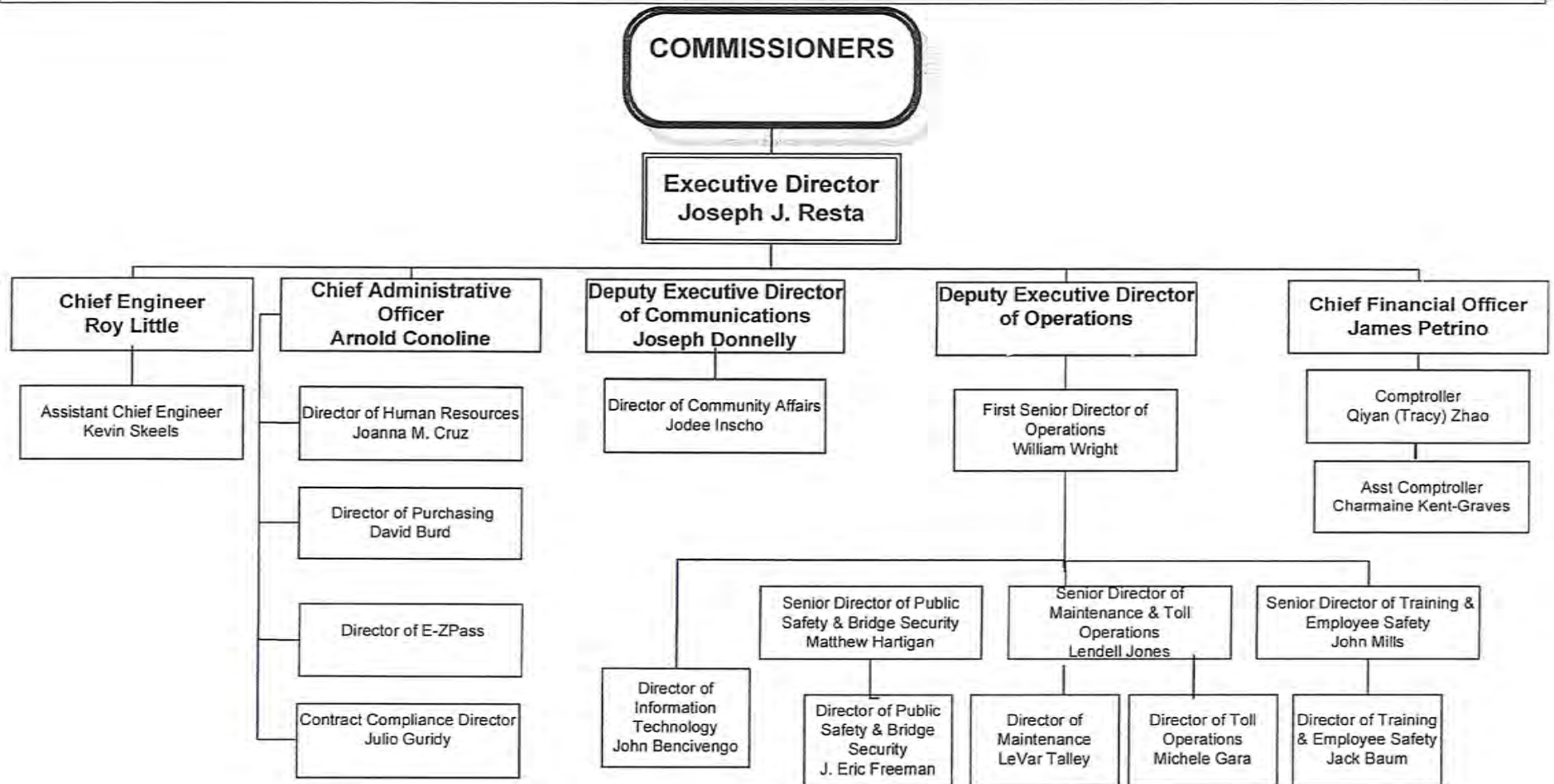
BELLVUE COMMUNICATIONS  
Philadelphia, Pennsylvania

**INVESTMENT ADVISOR**

STONERIDGE PMG ADVISORS, LLC  
Radnor, Pennsylvania

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## ORGANIZATION CHART



# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of March 29, 2021

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# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **CALL TO ORDER**

The Regular Monthly Meeting of the Delaware River Joint Toll Bridge Commission was called to Order at the Scudder Falls Administration Building via Microsoft Teams on Monday, March 29, 2021 at 10:35 a.m. pursuant to notice properly forwarded to each member in compliance with the by-laws. Joseph J. Resta, Executive Director presided at this meeting.

## **APPEARANCES:**

### **COMMISSION MEMBERS:**

Hon. John Christy (Pennsylvania)  
Hon. Daniel Grace (Pennsylvania)  
Hon. Yuki Moore Laurenti (New Jersey)  
Hon. Lori Ciesla (New Jersey)  
Hon. Pamela Janvey (Pennsylvania)  
Hon. Michael Lavery (New Jersey)  
Hon. Garrett Van Vliet (New Jersey)  
Hon. Ismail Shahid (Pennsylvania)  
Hon. Aladar Komjathy (New Jersey)  
Hon. Amy Zanelli (Pennsylvania) (Joined Late)

### **COMMISSION MEMBERS ABSENT:**

### **COMMISSION COUNSEL:**

Doug Steinhardt, Florio, Perrucci, Steinhardt & Cappelli, New Jersey  
Jonathan Bloom, Stradley Ronon, Pennsylvania  
John Casey, Chiesa Shahnian & Giantomasi, New Jersey

### **GOVERNORS REPRESENTATIVES:**

Rudy Rodas, NJ Governor's Office  
Nedia Ralston, PA Governor's Office

### **COMMISSION STAFF MEMBERS:**

Joseph J. Resta, Executive Director  
Roy Little, Chief Engineer  
Arnold Conoline, Chief Administrative Officer  
Joseph Donnelly, Deputy Executive Director of Communications  
James Petrino, Chief Financial Officer  
Qiyang Zhao, Comptroller

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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William Wright, First Senior Director of Operations  
Charles Stracciolini, Program Manager of Technology  
John Bencivengo, Director of Information Technology  
Joanna Cruz, Human Resources Director  
Heather McConnell, Administrative Generalist Executive Office

### **PROFESSIONAL ASSOCIATES:**

#### **OTHERS:**

Thomas James Shortell, Public  
Jim Williams, Public

### **ROLL CALL**

Joseph Resta, Executive Director, in his capacity as Secretary for this Meeting called the roll, and at the conclusion thereof, reported that there was a quorum present-there being four members present from the Commonwealth of Pennsylvania and five members present from the State of New Jersey.

### **WELCOMING REMARKS OF THE EXECUTIVE DIRECTOR**

Executive Director Resta welcomed those persons whose identities are set forth hereinabove under "Appearances".

### **INTRODUCE ANY COMMENTS FROM THE PUBLIC**

Executive Director Resta addressed the meeting and invited any comments from the public on items pertaining to today's Agenda. No questions were presented.

### **EXECUTIVE DIRECTORS REPORT**

Joseph Resta, Executive Director, addressed the meeting and said;

*Good Morning Commissioners, just five years ago, the Commission was preparing to begin the largest public works project in its history, the Scudder Falls Bridge Replacement Project. Financial analysis completed at the time in support of the sale of bonds for the Commission's capital plan indicated that in the 2022-2023 timeframe, the agency would have to consider raising tolls to support its future efforts. As we had not adjusted tolls since 2011, the Commission was proud, and rightly so, that the 2011 toll adjustment accomplished what it was supposed to, and would last 11 to 12 years. As compared to many toll agencies, a single toll increase every decade or so years is rare, but at the Bridge Commission, it has been commonplace. It has been over a year since the COVID-19 pandemic began in our service region and across the United States. We have all been forced to face the pandemic head-on, with widespread illness and ever-mounting lives lost that were unimaginable when the crisis*

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*began. The economic recession, and the changes that it has brought to what we all perceived as the “workplace” have long-lasting and potentially permanent effects on the transportation sector; for which the Delaware River Joint Toll Bridge Commission must prepare for. The traffic and revenue losses produced by the recession have a long-term effect on Commission finances, hampering its ability to carry out its mission and capital plan. These losses also accelerated the timeframe when the Commission would have to consider a toll adjustment from 2022-2023 to “now”. Without a toll adjustment, the Commission would not be able to meet the obligations of its Financial Resilience Policy, General Reserve Fund Balance Policy, prosecute its capital plan to keep its 20 bridges in a state of good repair, and meet its debt service obligations into the foreseeable future.*

*The Commission engaged a consultant to complete a traffic and revenue analysis; and senior staff and I have recommended that the Commission enter the toll adjustment process to include the establishment of a proposed toll structure to meet the Commission’s present and future needs. The Commission has announced the proposed toll adjustment, allowed for public comment gathered online, by phone, mail, and at three virtual toll hearings, and gathered those comments for Commissioner’s review and consideration. Commission staff and counsel have drafted resolution FIN-01-03-2021 – Approval of the 2021 and 2024 Toll Adjustments for your consideration this morning. The toll adjustment resolution is an infrequent event, not entered into without purpose and need, and consequential for the Commission’s patrons. Commissioners have weighed all of these factors in this deliberative process. We thank the Commissioners for their work in consideration of this toll adjustment process, and further ask for your support in passage of the resolution today.*

*Thank you Commissioners, this concludes my report.*

## **APPROVAL OF MINUTES FOR COMMISSION MEETING HELD FEBRUARY 22, 2021**

### **R: 4432-03-21-ADM-01-03-21**

Executive Director Resta addressed the meeting and requested the adoption of a Resolution approving the Minutes of the Commission Meeting held February 22, 2021.

At the conclusion of the review, Commissioner Laurenti moved and Commissioner Grace seconded the adoption of the following Resolution:

**"RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that the Minutes of the Commission Meeting held on February 22, 2021 be and the same hereby are approved."

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Mr. Grace	X	
Mr. Komjathy	X				

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

## APPROVAL OF OPERATIONS REPORT-MONTH OF FEBRUARY 2021

### R: 4433-03-21-ADM-02-03-21

Executive Director Resta addressed the meeting and asked if there were any questions on any of the reports contained in the “Operations Report”.

At the conclusion of the review, Commissioner Ciesla moved and Commissioner Shahid seconded the adoption of the following Resolution:

“**RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its’ Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that the Operations Report, which reflects Commission activity for the month of February 2021 is hereby approved.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Mr. Grace	X	
Mr. Komjathy	X				

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.



# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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## **ACCEPTANCE OF 2021 & 2024 TOLL ADJUSTMENTS**

**R: 4434-03-21- FIN-01-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Vice Chair Janvey moved and Chairman Lavery seconded the adoption of the following Resolution,

**“WHEREAS**, the Delaware River Joint Toll Bridge Commission (the “Commission”) is a bi-state agency created under the authority of the Compact Clause of the United States Constitution, and by identical statutes enacted by the State of New Jersey and Commonwealth of Pennsylvania and ratified by the United States Congress, to erect, use and maintain a series of bridges, spans, and appurtenances on, over, and near the Delaware River between the State of New Jersey and Commonwealth of Pennsylvania; and

**“WHEREAS**, Commission funding originates strictly from the tolls it collects at its eight (8) toll bridges; and

**“WHEREAS**, the Commission does not receive state or federal subsidies to operate its transportation system and services or to erect and maintain its bridges, appurtenant structures and staff, but rather uses a share of its tolls to operate and maintain its current inventory of toll bridges and twelve (12) non-revenue-generating “toll-supported” bridges that connect New Jersey and Pennsylvania along the fresh-water portion of the Delaware River separating the two states, together with seventy-three (73) lane miles of road surface, thirty-four (34) short-distance approach bridges (overpasses or viaducts), and various other maintenance and operational facilities and staff; and

**“WHEREAS**, the Commission has an important responsibility to its customers and host communities to manage the Commission’s finances wisely; and

**“WHEREAS**, in times of economic change and uncertainty, it is critical to ensure that the Commission’s ability to fulfill its public service mission rests on a strong and stable financial foundation; and

**“WHEREAS**, a coronavirus (“COVID19”) pandemic was declared in New Jersey and Pennsylvania in March 2020, the effects of which were dire and immediate and detrimental to the Commission’s short and long-term financial health and welfare and short and long-term economic outlooks and stability; and

**“WHEREAS**, as a direct and proximate result of COVID19, the Commission recorded 11.8 million fewer toll transactions than were anticipated in 2020, which amounted to a 23.6% decline in toll transactions; and

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

## **Meeting of March 29, 2021**

**“WHEREAS**, as a direct and proximate result of the reduction in toll transactions, the Commission collected 9.36% less toll revenue than was projected for 2020; and

**“WHEREAS**, in the year 2019, slightly more than 75% of toll transactions at Commission bridges were handled by the toll collecting system known as E-ZPass, and in 2020, nearly 80% of the Commission’s toll transactions were conducted through E-ZPass, although that figure was adjusted slightly higher by emergency “Toll-by-Mail” billing that took place during the COVID19 pandemic and an infections/hospitalizations spike between late March and early May 2020; and

**“WHEREAS**, as a direct and proximate result of COVID19, and like other toll agencies around the country, bond-rating firms assigned a negative outlook to the Commission in 2020, and the negative impacts of COVID19 have continued into 2021; and

**“WHEREAS**, the severe traffic and revenue declines arising from the coronavirus pandemic and the economic recession it induced prompted a thorough examination of the Commission’s toll schedules for purposes of ensuring (1) the Commission’s short- and long-term financial health and welfare, (2) the uninterrupted payment of financial obligations, (3) the execution of anticipated future capital projects, and (4) the incorporation of toll-collection-method cost factors in the toll setting framework; and

**“WHEREAS**, on February 1, 2021, a proposed system-wide toll adjustment was announced to offset the continuing COVID19-induced, toll revenue declines, ensure payment of financial obligations, and provide funding for planned capital projects throughout the Commission’s New Jersey-Pennsylvania service region; and

**“WHEREAS**, this toll adjustment is the Commission’s first, system-wide toll adjustment in ten (10) years; and

**“WHEREAS**, the proposed adjustments would establish a two-tier system of toll rates under which Cash/TOLL BY PLATE (“license-plate-billing”) customers would pay higher tolls than E-ZPass equipped motorists, which pricing mechanism is the prevailing trend among toll agencies nationally, since it helps defray the increased processing costs associated with Cash or license plate- billing collection methods; and

**“WHEREAS**, the Commission already employs a two-tier pricing schedule at its new Scudder Falls (I-295) Toll Bridge; and

**“WHEREAS**, the Commission is committed to an ongoing capital program to ensure the safety, efficiency, and structural integrity of its tolled and toll supported bridges; and

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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**“WHEREAS**, the Commission intends to carry out its promise to provide the public with numerous improvements in transportation infrastructure, traffic-congestion relief, and safety and security; and

**“WHEREAS**, the Commission must preserve and protect the its revenue base to ensure it can fund its operating, maintenance, and capital responsibilities in multiple economic environments; and

**“WHEREAS**, the Commission desires to maintain or improve its creditworthiness and public credit rating (“Credit Rating”) to ensure cost-efficient access to capital markets; and

**“WHEREAS**, the Commission’s 2003 Bond Indenture requires, among other things, that the Commission take certain steps so that the net revenue generated by the Commission from certain funding sources is at least an amount that satisfies those certain formulae set forth in detail in the Security for Bonds, Rate Covenant section of the 2003 Bond Indenture (the “Minimum Debt Service Coverage Ratio”); and

**“WHEREAS**, the Commission has previously determined and hereby affirms that the minimum targeted cash balance of the Commission shall be the greater of Eighty Million Dollars (\$80,000,000.00) or fifteen percent (15%) of the Commission’s then current outstanding principal indebtedness (the “Minimum Balance”); and

**“WHEREAS**, after sufficient investigation, deliberation, and study into the matter, the Commission projects that its General Reserve Fund balance will fall below the Minimum Balance without steps to enhance projected revenues; and

**“WHEREAS**, after sufficient investigation, deliberation, and study into the matter, the Commission has determined that in order to maintain and improve the Credit Rating and ensure that the General Reserve Fund Minimum Balance is met, the optimal targeted debt service coverage shall be equal to or greater than two (2) times the annual debt service for each year bonds are outstanding (the “Target Coverage Ratio”); and

**“WHEREAS**, after sufficient investigation, deliberation, and study, and to ensure financial resilience, the Commission has determined to assess the need for toll adjustments in any year in which the projected Target Coverage Ratio falls below 1.75 times the annual debt service; and

**“WHEREAS**, after sufficient investigation, deliberation, and study the Commission concludes that the Target Coverage Ratio has fallen below 1.75 times the annual debt service; and

**“WHEREAS**, after sufficient investigation, deliberation, and study, the Commission concludes that in order to meet and exceed the aforementioned standards and obligations, effective on or after April 3, 2021, the following toll schedule shall be implemented and applied, attached thereto:

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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**“WHEREAS**, after sufficient investigation, deliberation, and study, the Commission concludes that in order to meet and exceed the aforementioned standards and obligations, effective on or after January 1, 2024, the following toll schedule shall be implemented and applied, attached thereto

**“AND WHEREAS**, the revised toll rate structure will still allow Commission customers to pay passenger vehicle rates that are lower than any other Delaware River government toll agency;

**“AND WHEREAS**, the revised toll rate structure will enable owners and operators of commercial vehicles (trucks) to pay toll rates that are generally equal to or lower than the rates charged by any other Delaware River government toll agency;

**“AND WHEREAS**, as a direct and proximate result of the foregoing, and following the commencement and conclusion of a twenty-six (26) day comment period and three (3) virtual public hearings, the Commission determines and concludes that a toll adjustment is reasonable, necessary and prudent:

**“NOW, THEREFORE, BE IT RESOVLED**, that the Commission’s efforts and standards to maintain its Credit Rating and ensure its financial resilience and stability are hereby ratified, approved and confirmed; and

**“BE IT FURTHER RESOLVED**, that, in connection with the Commission’s debt service, the Commission’s efforts to maintain its Minimum Debt Service Coverage Ratio, Minimum Balance and Target Coverage Ratio, shall be and are hereby ratified, approved and confirmed; and

**“BE IT FURTHER RESOLVED**, that upon approval by the Executive Director, any cost or expense in connection with the adoption and implementation this Resolution shall be paid, as appropriate, from the General Reserve Fund or Operating Fund; and

**“THEREFORE, BE IT RESOLVED**, by the Delaware River Joint Toll Bridge Commission, at its Regular Meeting assembled this 29th day of March 2021 that the Commission, via this Resolution, adopts the toll schedule reflected on the toll schedule tables set forth in this resolution and incorporated herein by reference, which shall take effect on or after April 3, 2021, and on or after January 1, 2024.

Executive Director Resta addressed the meeting and stated:

*Discussion by Commissioners? Commission Laurenti, I know that you want to make comment for the record.*

Commissioner Laurenti addressed the meeting and stated:

*Thank you. As Mr. Resta has noted, this is a difficult time for our traveling public and the Commission. Safe travel is a critical mission for our -- is critical mission for our Commission*

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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*which is responsible for the upkeep of 20 bridges. Thirteen of them non-tolled and revenue from those tolled bridges support the non-tolled bridges. We also have a financial responsibility to meet our debt covenants for bonds that also support the Commission's work. Many of the comments we have received from those in the public who our bridges serve seem not to fully have appreciated these realities. Our bridges have suffered a substantial drop in revenue from passenger cars as commuter traffic has dried up. Rightly, this toll increase that is proposed will fall most heavily on the commercial sector that has successfully weathered the COVID storm. The impact on drivers of passenger cars is relatively mild with one exception. People who don't have E-Z Pass are being asked to dig much deeper in their pockets with a much stiffer toll increase. It is a reasonable supposition that people who do not have E-Z Pass are not well-off, but among the poor. As an issue of equity, this should not be so. So underscoring that reservation, I am with great reluctance going to vote in the affirmative. Thank you.*

Executive Director Resta addressed the meeting and stated:

*Thank you, Commissioner. Other Commissioners, comments for the record?*

Commissioner Komjathy addressed the meeting and stated:

*Yeah. Joe, I just would like to echo some of the things that Commissioner Laurenti said and I would also like to take the time to thank the staff and the professionals that put a lot of time and effort in coming up with this report which we debated this back and forth for months. I think we looked at both sides of the cover. I think the authority – the Commission should be applauded for some of the efficiencies that were taken in to place and looking at efficiencies going on down the line as we continue to sort of morph into a more modern -- you know, we are responsible for a bunch of bridges. Both states gave us this job many years ago. We have done a tremendous job as the stewards of those and now going forward we have also got to take in to place some of the technology that's coming into place and continuing to do the maintenance that's needed on these toll supported bridges and along with the construction of Scudders Falls and the upgrade of many of the properties that our Commission provides these toll-based dollars for. Again, I would just like to thank Joe and the entire staff for putting a lot of time and effort into it, answered a bunch of our questions and also thanking the public – you know, it wasn't a lot, but there were ones there and if anyone is listening to this or reads it, those comments were looked at by the Commissioners. It was debated and it was taken into consideration. So, again, my thanks to the staff and my colleagues. We put many hours into this and, you know, appreciate the back and forth. And I vote yes.*

Executive Director Resta addressed the meeting and stated:

*Thank you, Commissioner. Any further comments from Commissioners?*

Commissioner Ciesla addressed the meeting and stated:

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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*I have one, Joe. I just wanted to thank everybody on the Commission for all the hard work and analysis that went into this toll increase endeavor. Our toll supported bridges are supported by the toll bridges and at the current cost, it is quite a bargain. The Toll Commission does a great job of maintaining our bridges, those that are free and those that are not and also managing all of our financial resources. For those that are not aware, no tax dollars are ever involved, just toll dollars. So the increase to \$1.25 is definitely long overdue. However, my concern lies with the increase of the cash price at this point in time. Up north our commuters have no free option like they do in other areas that are under the jurisdiction of the Commission. While some may be able to get an E-Z Pass to deal with the increase, some people cannot afford it. They just can't. Since we are still in the pandemic and many on both sides of the river are still unemployed or under-employed, I do feel that it is an inequitable burden on those that can least afford it, at least the cash phase. I do want to thank everyone for your hard work that went into this and, again, to the public that did make comments on-line or on our conference calls. Thank you.*

Executive Director Resta addressed the meeting and stated:

*Thank you, Commissioner Ciesla. Any further comments from Commissioners? Thank you, Commissioners, for your comments.*

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla		X	Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Mr. Grace	X	
Mr. Komjathy	X				

Executive Director Resta reported that there were four affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was adopted.

### **ACCEPTANCE OF THE 2020 TOLL-SUPPORTED BRIDGE ANNUAL INSPECTION REPORT SUBMITTED BY THE GENERAL ENGINEERING CONSULTANT, C-684A**

**R: 4435-03-21- ENG-01-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Commissioner Van Vliet moved and Commissioner Grace seconded the adoption of the following Resolution:

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**“RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its’ Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that via this resolution, authorizes receipt, filing, and acceptance of 2020 Toll-Supported Bridge Annual Inspection Report as prepared by the Commission’s General Engineering Consultant, Van Cleef Engineering Associates, LLC.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Mr. Grace	X	
Mr. Komjathy	X				

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

## **CONSTRUCTION SERVICES FOR T-719A, DELAWARE WATER GAP TOLL BRIDGE FACILITY WESTBOUND TOLL PLAZA ROADWAY AND NJ APPROACH REPAIRS, CONTRACT T-719A**

### **R: 4436-03-21- ENG-02-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Commissioner Christy moved and Commissioner Komjathy seconded the adoption of the following Resolution:

**"RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that the Commission award Contract No. T-719A, Delaware Water Gap Toll Bridge Facility Westbound Toll Plaza Roadway and NJ Approach Repairs, to Road-Con, Inc. of West Chester, Pennsylvania for a not-to-exceed amount of \$3,773,197.85;

**“RESOLVED:** Identify the General Reserve Fund as the source of funds required for payment of any invoices.

**“RESOLVED:** The Executive Director is hereby authorized to approve and execute all necessary contracts on behalf of the DRJTBC.”

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

### **APPROVAL FOR RETIREMENT BENEFITS, ANDREW BUBBA, TOLL CORPORAL, I78 TOLL BRIDGE**

#### **R: 4437-03-21- PER-01-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Commissioner Ciesla moved and Commissioner Grace seconded the adoption of the following Resolution,

**"RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that, subject to applicable practices and procedures, the Commission approves the provision of retirement benefits to Andrew Bubba who is to retire on April 30, 2021."

*Secretaries' note: Commissioner Amy Zanelli joined the meeting at 10:57a.m.*

Executive Director Resta addressed the meeting and stated:

*Commissioner Zanelli, have you joined the meeting?*

Commissioner Zanelli addressed the meeting and stated:

*Yes, sir.*

Executive Director Resta addressed the meeting and stated:

*We are into the personnel section of our agenda, do you wish to vote on the last resolution for Mr. Bubba?*



# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

Commissioner Zanelli addressed the meeting and stated:

*Yes. I will vote in favor of.*

Executive Director Resta addressed the meeting and stated:

*Thank you. So for the record, we acknowledge Commissioner Zanelli joining the meeting.*

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

## **APPROVAL FOR RETIREMENT BENEFITS, HOWARD COOK, BRIDGE MONITOR II, SOUTHERN REGION**

**R: 4438-03-21-PER-02-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Vice Chair Janvey moved and Commissioner Komjathy seconded the adoption of the following Resolution,

**“RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that, subject to applicable practices and procedures, the Commission approves the provision of retirement benefits to Howard Cook who is to retire on May 23, 2021.”

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

### **APPROVAL FOR RETIREMENT BENEFITS, LESLIE PADULA, TOLL COLLECTOR, NORTHERN REGION**

#### **R: 4439-03-21- PER-03-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Commissioner Van Vliet moved and Commissioner Christy seconded the adoption of the following Resolution,

**“RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that, subject to applicable practices and procedures, the Commission approves the provision of retirement benefits to Leslie Padula who is to retire on June 3, 2021.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of March 29, 2021

## PROMOTION OF VARIOUS MAINTENANCE EMPLOYEES, VARIOUS LOCATIONS (4) INDIVIDUALS

**R: 4440-03-21- PER-04-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Commissioner Shahid moved and Commissioner Ciesla seconded the adoption of the following Resolution,

**“RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021 that the Commission authorizes the Executive Director to effect the promotion of the following employees, Kaitlyn Piro NHL Maintenance Worker I \$52,725; Mason Vance DWG Maintenance Worker I \$52,725; Jamie Franks PC Maintenance Worker I \$52,725; Ernest Rath PC Maintenance Worker I \$52,725 at the stated salaries at the start of the first pay period after the approval of this Resolution.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

## APPROVAL FOR PAYMENT OF INVOICES CHIESA, SHAHINIAN & GIANTOMASI, NJ LABOR COUNSEL

**R: 4441-03-21- ACCT -01-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Chairman Lavery and Vice Chair Janvey seconded the adoption of the following Resolution:

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

**“RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021, via this Resolution, authorization for payment of invoice #525110 and #525111 in the total amount due of \$ 5,620.00 for professional services rendered to Chiesa, Shahinian & Giantomasi, New Jersey Labor Counsel;

**“RESOLVED:** Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

### APPROVAL FOR PAYMENT OF INVOICES

#### FLORIO, PERRUCCI, STEINHARDT AND CAPPELLI, NJ LEGAL COUNSEL

**R: 4442-03-21- ACCT -02-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Chairman Lavery and Vice Chair Lavery seconded the adoption of the following Resolution:

**“RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021, via this Resolution, authorizes payment of invoices #191698, #193965, #193747, #193964, #193963 and #193635 in the total amount due of \$7,781.33 for Capital and Non- Capital Professional Services to Florio, Perrucci, Steinhardt and Cappelli, NJ Legal Counsel.

**“RESOLVED:** Identifying the Operating Fund as the source of funds required for any and all disbursements.”

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

### **APPROVAL FOR PAYMENT OF INVOICES STRADLEY RONON, PA LABOR COUNSEL**

#### **R: 4443-03-21- ACCT -03-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Chairman Lavery and Vice Chair Janvey seconded the adoption of the following Resolution:

**“RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021, via this Resolution, authorization for payment of invoice #21012004 in the total amount of \$ 4,600.00 for Services Rendered to Stradley Ronon, PA Labor Counsel.

**“RESOLVED:** Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

### APPROVAL FOR PAYMENT OF INVOICES ARCHER LAW, PA LEGAL COUNSEL

**R: 4444-03-21- ACCT -04-03-21**

Executive Director Resta addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Chairman Lavery and Vice Chair Janvey seconded the adoption of the following Resolution:

**“RESOLVED**, by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 29<sup>th</sup> day of March 2021, via this Resolution, authorization for payment of invoices #4211966, and #4211965 in the total amount due of \$ 440.00 for Professional Services Rendered.

**“RESOLVED:** Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta was requested to conduct a Roll Call Vote.

<u>NEW JERSEY</u>	<u>Yes</u>	<u>No</u>	<u>PENNSYLVANIA</u>	<u>Yes</u>	<u>No</u>
Mr. Lavery	X		Mr. Shahid	X	
Ms. Ciesla	X		Ms. Janvey	X	
Ms. Laurenti	X		Mr. Christy	X	
Mr. Van Vliet	X		Ms. Zanelli	X	
Mr. Komjathy	X		Mr. Grace	X	

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented and the Resolution was unanimously adopted.

### INVITE ANY COMMENTS FROM THE PUBLIC

Executive Director Resta invited any Comments from the public.

### SCHEDULING OF THE APRIL 26, 2021 MEETING

Executive Director Resta addressed the Meeting and stated that the Commission's next meeting will be scheduled to be held Monday, April 26, 2021.

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2021

The Meeting will be called to Order at 10:30 a.m. at the Scudder Falls Administration Building, 1199 Woodside Road, Yardley, PA 19067.

Executive Director Resta assured the Commission Members that an "Official Notice of Meeting" would be forwarded to each and every Member of the Commission.

### ADJOURNMENT

Executive Director Resta invited a motion for Adjournment.

Chairman Lavery then moved that the Meeting be adjourned and Vice Chair Janvey seconded the motion. The voice vote was unanimously affirmative and the Meeting was adjourned at 11:04 am, Monday, March 29, 2021.

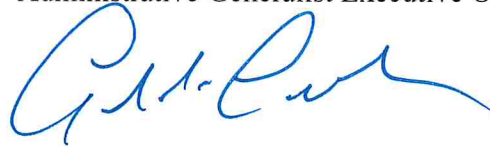
### Prepared and submitted by:



HEATHER MCCONNELL

Administrative Generalist Executive Offices

### Attested by:



ARNOLD J. CONOLINE

Assistant Secretary/Treasurer

### Approved by:



JOSEPH J. RESTA

Executive Director

### TOLL RATES BY VEHICLE CLASS FOR ALL TOLL BRIDGES

VEHICLE TYPE	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)	
	Toll Schedule Effective Revenue Day	
	on or after April 3 <sup>rd</sup> , 2021 to on or after January 1st, 2024	
	Cash/Violation/TOLL-By-Plate	EZPass
CLASS 1 (Passenger Vehicle)		
Vehicles with up to two axles and less than 8-feet in height.	\$3.00	\$1.25
Class 1 E-ZPass Commuter Discount*		20% Discount (16 trips during calendar month)
CLASS 11		
Class 1 vehicle with a trailer Vehicles with up to two axles and less than 8-feet in height.	\$5.00	\$3.25
CLASS 2 (Light Truck)		
2-axle vehicle eight feet and above in height.	\$10.00	\$9.00
CLASS 3 (Truck)		
3-axle vehicle	\$15.00	\$13.50
CLASS 4 (Truck)		
4-axle vehicle	\$20.00	\$18.00
CLASS 5 (Truck)		
5-axle vehicle	\$25.00	\$22.50
CLASS 6 (Truck)		
6-axle vehicle	\$30.00	\$27.00
CLASS 7 (Truck)		
Vehicle with 7 or more axles	\$35.00	\$31.50
Extra Axle Charge for Class 7 vehicles	\$5.00	\$4.50

<sup>1)</sup> Discount available for customers with passenger-vehicle transponders issued by the New Jersey E-ZPass Group. 20% Discount credited to eligible E-ZPass equipped vehicles that record 16 or more trips during a calendar month.

<sup>2)</sup> The per-axle rates for Class 2 and above truck are \$4.50 for E-ZPass and \$5.00 for Cash/Violation/Toll-By-Plate.

<sup>3)</sup> Class 2 through Class 7 vehicles with a trailer and/or towed vehicle will be charged for the total combined axles at the per axle rate indicated in 2<sup>nd</sup> note.

<sup>4)</sup> Vehicles with a fifth wheel/gooseneck trailer will be charged for the total combined axles at the per axle rate indicated in 2<sup>nd</sup> note.



## TOLL RATES BY VEHICLE CLASS FOR ALL TOLL BRIDGES

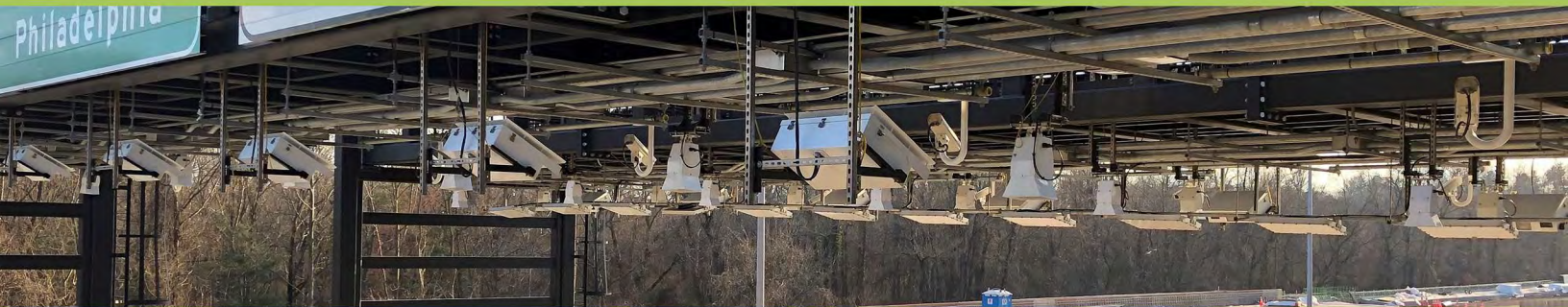
VEHICLE TYPE	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)	
	Toll Schedule Effective Revenue Day	
	On or after January 1st, 2024	
	Cash/Violation/TOLL-By-Plate	EZPass
<b>CLASS 1 (Passenger Vehicle)</b>	<b>\$3.00</b>	<b>\$1.50</b>
<b>Vehicles with up to two axles and less than 8-feet in height.</b>		
<b>Class 1 <i>E-ZPass</i> Commuter Discount*</b>		<b>No EZPass Commuter Discount</b>
<b>CLASS 11</b>	<b>\$5.00</b>	<b>\$3.25</b>
<b>Class 1 vehicle with a trailer Vehicles with up to two axles and less than 8-feet in height.</b>		
<b>CLASS 2 (Light Truck)</b>	<b>\$10.00</b>	<b>\$9.00</b>
<b>2-axle vehicle eight feet and above in height.</b>		
<b>CLASS 3 (Truck)</b>	<b>\$15.00</b>	<b>\$13.50</b>
<b>3-axle vehicle</b>		
<b>CLASS 4 (Truck)</b>	<b>\$20.00</b>	<b>\$18.00</b>
<b>4-axle vehicle</b>		
<b>CLASS 5 (Truck)</b>	<b>\$25.00</b>	<b>\$22.50</b>
<b>5-axle vehicle</b>		
<b>CLASS 6 (Truck)</b>	<b>\$30.00</b>	<b>\$27.00</b>
<b>6-axle vehicle</b>		
<b>CLASS 7 (Truck)</b>	<b>\$35.00</b>	<b>\$31.50</b>
<b>Vehicle with 7 or more axles</b>		
<b>Extra Axle Charge for Class 7 vehicles</b>	<b>\$5.00</b>	<b>\$4.50</b>
<sup>1)</sup> The EZPass Commuter Discount for Class 1 Vehicle will be eliminated effective 12:00AM on January 6 <sup>th</sup> , 2024.		
<sup>2)</sup> The per-axle rates for Class 2 and above truck are \$4.50 for E-ZPass and \$5.00 for Cash/Violation/Toll-By-Plate.		
<sup>3)</sup> Class 2 through Class 7 vehicles with a trailer and/or towed vehicle will be charged for the total combined axles at the per axle rate indicated in 2 <sup>nd</sup> note.		
<sup>4)</sup> Vehicles with a fifth wheel/gooseneck trailer will be charged for the total combined axles at the per axle rate indicated in 2 <sup>nd</sup> note.		



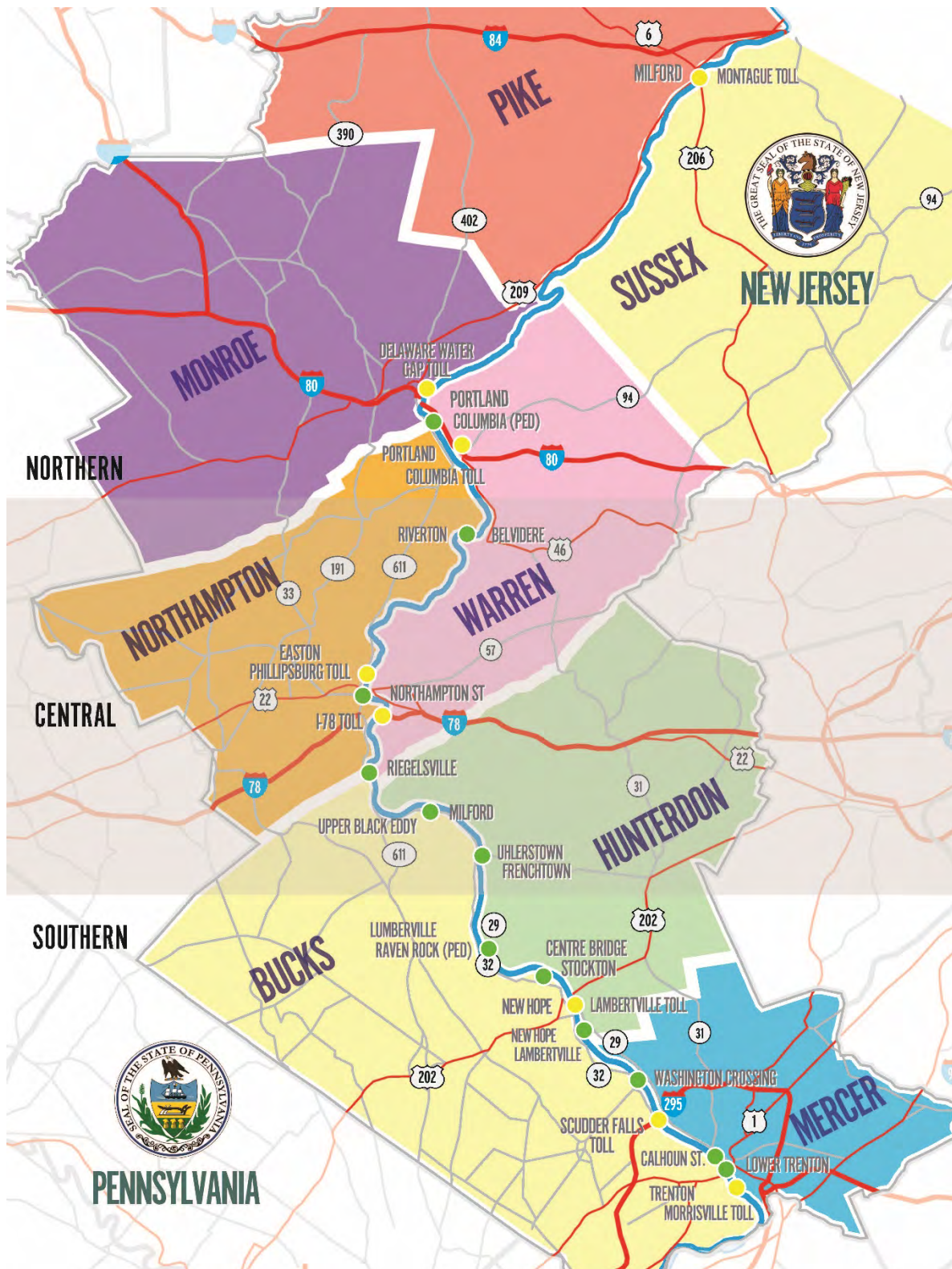
# **Delaware River Joint Toll Bridge Commission**



## **Public Comment & Hearing Process Report Proposed System-Wide 2021 & 2024 Toll Adjustments**







● Toll Bridges

● Toll-Supported Bridges

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)

## Public Comment & Hearing Process Report

### Proposed System-Wide 2021 & 2024 Toll Adjustments

This report summarizes the public comment process for the Delaware River Joint Toll Bridge Commission's (DRJTBC) proposed toll adjustments to take effect on or after April 3, 2021 and on or after January 6, 2024. This report includes all comments received before the 4 p.m. February 26, 2021 close of the assigned 26-day public comment period, along with accompanying Commission staff responses. This report is compiled for presentation and review by the DRJTBC's Board of Commissioners prior to its March 29, 2021 meeting. This report is a required element of the Commission's policy on gathering public comments for toll-setting purposes – first adopted on July 29, 2013 and subsequently amended on January 25, 2021 for purposes of holding virtual public hearings during the current COVID-19 pandemic.

### SUMMARY OF PROPOSED TOLL ADJUSTMENTS

The major proposed changes to the agency's toll-rate schedules are summarized as follows:

1. Provide a uniform toll schedule for the DRJTBC's eight toll bridges at: Milford-Montague (Route 206), Delaware Water Gap (I-80), Portland-Columbia (Routes 611, 46 and 94), Easton-Phillipsburg (Route 22), I-78, New Hope-Lambertville (Route 202), Scudder Falls (I-295) and Trenton-Morrisville (Route 1).
2. Establish a two-tier toll adjustment for Class 1 passenger vehicles on or after April 3, 2021; to \$1.25 for E-ZPass, \$3 for cash, and \$3 for TOLL BY PLATE (Scudder Falls).
3. Set the added toll for Class 1 passenger vehicles with bumper-hitch trailers in tow at \$2 on or after April 3, 2021.
4. Authorize the Class 1 E-ZPass passenger vehicle toll to be \$1.50 on or after January 6, 2024.
5. Maintain a frequency-based Class 1 E-ZPass commuter discount for 2021 through 2023 at 20 percent (applied retroactively on 16 or more trips across DRJTBC toll bridges in a calendar month with a Commission-affiliated E-ZPass tag) on or after April 3, 2021.
6. Eliminate the Class 1 E-ZPass commuter discount in its entirety on or after January 6, 2024.
7. Establish a uniform commercial vehicle rate table (Class 2 and above) and set new two-tier rates for trucks, buses and other commercial vehicles (defined as any vehicle with two or more axles and eight-feet or above in height) at \$4.50 per-axle for E-ZPass, \$5 per-axle for cash, and \$5 per-axle for TOLL BY PLATE (Scudder Falls) on or after April 3, 2021.

8. Eliminate the off-peak E-ZPass discount for commercial vehicles on or after April 3, 2021.

The toll changes, if approved, would be the Commission's first system-wide toll adjustment in 10 years.

## SUMMARY OF TOLL-SETTING AND COMMENT PROCESS

During the evening of Sunday, January 31, 2021, DRJTBC staff initiated the rollout of a proposed two-stage, system-wide toll adjustment. The adjustment involved a proposed toll schedule containing a broad range of changes to take effect on or after April 3, 2021 and a second proposed toll schedule with a limited set of changes to take effect on or after January 6, 2021.

The Sunday rollout involved communications to Pennsylvania and New Jersey state lawmakers representing communities in the Commission's Delaware River service jurisdiction and the completion/activation of Commission website pages, links, and forms related to the proposed toll adjustments. The rollout initially was planned to start on February 1, but was moved forward due to an intensifying regional snow-storm threat and the unanticipated early online publication of a Public Notice on the *Pocono Record's* website on Sunday, March 31.

The full-scale rollout of the proposed toll adjustment took place on Monday, February 1, with the issuance of a press release and publications of article and online content in media outlets of both states. This marked the official start of the 26-day comment period that ended 4 p.m. February 26.

As explained on the webpage -- [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments) -- established for purposes of gathering public comment on the proposed toll schedules, this toll rate-setting process involves four steps:

1. The Commission publishes — on Feb. 1 — a public notice formally announcing the proposed toll adjustment(s) along with corresponding dates and times for virtual public hearings and the time and date that the public comment period will expire. The proposed toll adjustment schedules and this webpage explaining the toll setting/comment process are published on this website for public viewing. Comment submissions may begin via a toll-free phone line and through a form available on this webpage.
2. At least 10 days after publication of the public notice in designated newspapers published in the Commission's Pennsylvania-New Jersey service jurisdiction, three remote/virtual public hearings will be conducted over a two-day period. Comments at a public hearing will be limited to three minutes per person. (People must pre-register with their full name and municipality/state of residence to provide comment at one virtual hearing.) Public comment also will continue to be accepted via an online comment portal accessible from this webpage, through a special toll-free telephone number, and by U.S. Mail.
3. All testimony and comments will be gathered and reviewed by Commission staff. This record will be compiled into a report with accompanying staff responses and a summation of the collected public comments/testimony. Upon completion, this report and summary will be provided to DRJTBC Commissioners before deciding whether to approve, modify/approve, or reject the proposed toll adjustment(s).
4. Under the Commission's toll-adjustment comment/hearing policy (established in 2013 and modified for remote/virtual hearings during the COVID-19 pandemic), the public also may provide comments during the monthly virtual meeting at which Commissioners decide to take action on the proposed toll adjustment(s).

The page also listed the “Key Dates” for the toll-setting process:

**Feb. 1** – Publication of Public Notice on the Proposed Toll Adjustments and the Hearings/Comment Period is published in newspapers that regularly publish the Commission’s meeting notices. A webpage depicting the proposed toll adjustments for 2021 and 2024 is published. This webpage explaining the comment/hearing process and other information related to the proposed toll increases also is published on the Commission website — [www.drjtbc.org](http://www.drjtbc.org). A 26-day public comment period begins with the Commission accepting comments via hearings, a special online comment portal, a toll-free Public Comment Hotline, and U.S. Mail.

**Feb. 2** – Beginning of pre-registration period for making comments at a toll hearing through Zoom or via teleconference. Registration information, Zoom links, and teleconferencing numbers and access codes will be published on this webpage. Registrations will be accepted online through a form published on this webpage and through a second prompt added on this date to the toll-free phone number — 1-855-721-0444 — established for this proposed toll adjustment.

**Feb. 10** -- Pre-registration to comment at a virtual hearing ends at 4 p.m.

**Feb. 17** – Two virtual hearings will take place via the online Zoom platform and a teleconferencing connection: morning – 10 a.m. to noon; and evening – 6 p.m. to 8 p.m.

**Feb. 18** -- Virtual toll hearing 6 p.m. to 8 p.m. via Zoom and teleconferencing.

**Feb. 26** -- Public comment period on proposed toll adjustments ends at 4 p.m. EST.

**March 29** -- 10-member Board of Commissioners consider the toll adjustment, the compiled public comments, and make a decision. Commissioners may adopt the proposed toll adjustment, adopt it with modifications, or reject it. The public may provide comment – 3-minute time limit per individual – before action is taken.

**April 3, 2021** -- On or after this date, the proposed toll adjustments for 2021 — if approved — would take effect.

**Jan. 6, 2024** -- On or after this date, the remaining changes of this proposed toll adjustment would take effect.

## VARIOUS ITEMS POSTED OR DISTRIBUTED FOR THIS PROCESS

As directed under Commission policy, public notices announcing the proposed adjustments and hearings/comment process were published in newspapers that carry Commission meeting advertisements.

The following sample is a certified copy of a notice published in the Pocono Record’s February 1 print edition:



Your home. Your neighbors. Your news.  
**POCONO RECORD**  
www.pocconorecord.com

511 Lenox Street - Stroudsburg, PA 18360

(570) 421-3000

DELAWARE RIVER JOINT TOLL BRIDGE COMM  
110 WOOD ST

ACCOUNT # 400001971

MORRISVILLE, PA 19067

**Proof of Publication Notice in the Pocono Record**

Kelli McFall, Advertising Manager of the Pocono Record having been duly sworn according to law, deposes and says the Pocono Record is a Newspaper of general circulation published at 511 Lenc Street, Stroudsburg, Monroe County, Pa. The Pocono Record was established on April 2, 1894 and has been regularly published and issued in Monroe County since that time. The printed notice attached to this affidavit is exactly the same as was printed and published in the regular editions and issues of the Pocono Record on the dates listed below the bottom of this notice. I certify that I am duly authorized to verify this statement under oath and am not interested in the subject matter of the attached notice or advertisement. All allegations in this affidavit as to time, place, and character of publication are true.

**Copy of notice**

**PUBLIC NOTICE  
PUBLIC HEARINGS  
AND COMMENT PERIOD  
PROPOSED TOLL RATE  
ADJUSTMENTS**

**FOR DRJTBC TOLL BRIDGES**

Notice is hereby given that the Delaware River Joint Toll Bridge Commission (DRJTBC) of Yardley, PA is initiating a public comment process on a series of proposed toll adjustments to take effect in 2021 and 2024.

The major proposed changes to the agency's toll-rate schedules are summarized as follows:

1. Provide a uniform toll schedule for the DRJTBC's eight toll bridges at: Milford-Montague (Route 206), Delaware Water Gap (I-80), Portland-Columbia (Routes 611, 46 and 94), Easton-Phillipsburg (Route 22), I-76, New Hope-Lambertville (Route 202), Scudder Falls (I-295) and Trenton-Morrisville (Route 1).

2. Establish a two-tier toll adjustment for Class 1 passenger vehicles on or after April 3, 2021: to \$1.25 for E-ZPass, \$3 for cash, and \$3 for TOLL BY PLATE (Scudder Falls).

3. Set the added toll for Class 1 passenger vehicles with bumper-hitch trailers in tow at \$2 on or after April 3, 2021.

4. Authorize the Class 1 E-ZPass passenger vehicle toll to be \$1.50 on or after January 6, 2024.

5. Maintain a frequency-based Class 1 E-ZPass commuter discount for 2021 through 2023 at 20 percent (applied retroactively on 16 or more trips across DRJTBC toll bridges in a calendar month with a Commission-affiliated E-ZPass tag) on or after April 3, 2021.

6. Eliminate the Class 1 E-ZPass commuter discount in its entirety on or after January 6, 2024.

7. Establish a uniform commercial vehicle rate table (Class 2 and above) and set new two-tier rates for trucks, buses and other commercial vehicles (defined as any vehicle with two or more axles).

Kelli McFall

Commonwealth of Pennsylvania  
County of Monroe

Sworn to and subscribed  
to before me this day February 04, 2021

Lois A. Kirkwood  
Notary Public

Commonwealth of Pennsylvania - Notary Seal  
Lois A. Kirkwood, Notary Public  
Monroe County  
My commission expires March 2, 2023  
Commission number 1085876  
Member, Pennsylvania Association of Notaries

EXPIRE DATE	AD CAPTION	# TIMES	AMOUNT
02/01/2021	PUBLICNOTICEPUBLICHEARINGS	1	332.52

START DATE 02/01/2021    END DATE 02/01/2021

cash, and \$5 per-axle for TOLL BY PLATE (Scudder Falls) on or after April 3, 2021.

8. Eliminate the off-peak E-ZPass discount for commercial vehicles on or after April 3, 2021.

The proposed adjusted rate schedules for the DRJ/TBC's toll bridges in 2021 and 2024 are posted at: [www.drjtbc.org/newtolls](http://www.drjtbc.org/newtolls).

A 26-day comment period now commences for the proposed toll actions.

Three remote/virtual hearings will be held as part of this process, pursuant to the Commission's Toll Adjustment Public Hearing and Comment Policy as revised for the COVID-19 Pandemic (FIN-01-21).

The virtual public hearings will be conducted through the Zoom online public platform and by teleconferencing. Pre-registration is required to speak at a public hearing. The three virtual public hearings are as follows:

- February 17, 2021 – 10 a.m. to noon
- February 17, 2021 – 6 p.m. to 8 p.m.
- February 18, 2021 – 6 p.m. to 8 p.m.

Zoom access links and teleconferencing numbers and codes for the online hearings will be posted Feb. 10 on the webpage the Commission is publishing for this toll adjustment comment process -- [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments).

Individuals interested only in watching the live-stream Zoom broadcast will need to provide, at a minimum, a name and e-mail address. Teleconferencing will be the only means for individuals to listen to the hearings without providing any identifying information.

Members of the public who wish to provide verbal comment at a virtual hearing through Zoom or via teleconferencing must register ahead of the meeting dates. Registrations will be accepted online at a portal on [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments) or by phone at 1-855-721-0444 from Feb. 10 to 4 p.m. Feb. 16.

Further instructions for registering online or by phone will be published on [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments) by Feb. 10.

Online commenters will need to provide their first name and last name, municipality and state of residence, and an email address (for confirmation purposes). Individuals planning to speak by phone through a teleconference phone number must provide their first name and last name, municipality and state of residence, and the last four digits of the phone number they will use to call into a selected hearing. Individuals are limited to providing comment for up to three minutes at one hearing only.

Registration is first-come, first-served until all available slots at each respective hearing are filled.

Under Commission policy, additional comment methods are available for the public:

- Online: Go to the toll-comment form posted at [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments)
- US Mail: address to Director of Community Affairs Jodee Incho, DRJ/TBC Administration Building, 1199 Woodside Road, Yardley, PA, 19087 (Must be postmarked by Feb. 26 to be part of the official record.)
- Phone (comment and pre-registration line): 1-855-721-0444

The webpage [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments) provides additional guidance and links on the proposed toll adjustment. The page has a link for downloading Zoom onto a computer or mobile phone, an explanation of the toll hearing/comment process, key dates, frequently asked questions, and other information related to the proposed toll adjustments.

The public comment period officially begins Feb. 1, 2021 and shall end 4 p.m. Feb. 26, 2021. Comments received after the deadline will not be accepted. Anonymous comments will not be accepted.









Eligible commenters' names and municipalities/states of residence will be included with their respective comments as part of the public record for this proposed toll adjustment. All eligible comments will be presented to DRJ/TBC Commissioners prior to taking action (approve, modify-approve, or reject) on the proposed toll adjustments at the Commission's monthly virtual meeting scheduled for 10:30 a.m. March 29, 2021.

P - Feb. 1









As required under Commission policy, the proposed toll adjustments were published on the Commission's website – [www.drjtbc.org](http://www.drjtbc.org):

## 2021 TOLL RATES

CLASS	VEHICLE DESCRIPTION	TOLL RATES	
		E-Z Pass <i>E-ZPass</i>	Cash/TOLL-BY-PLATE
CLASS 1	<p>Includes vehicles with up to 2 axles and less than 8-feet high.</p> <p>*The frequency-based E-ZPass commuter discount would be 20 percent. This would reduce the \$1.25 Class 1 E-ZPass toll to \$1 when eligibility is met. The discount is applied as a retroactive credit after 16 or more tolled trips across DRJTBG bridges are recorded in a respective calendar month on a transponder issued by the Commission's toll processor – the New Jersey E-ZPass Customer Service Center.</p> <p>A passenger vehicle with a trailer or vehicle in tow would be charged an additional \$2 regardless of the number of rolling axles.</p> <p>Per-axle commercial/truck rates (\$4.50 for \$5 per axle) apply for Class 1 vehicles with gooseneck/fifth-wheel trailers in tow. See rates for Class 3, 4, or 5, as applicable).</p>	<p>2-Axle</p>  <p>Motorcycles, cars, SUVs and light trucks.</p>	<p>\$1.25</p> <p>20-percent Commuter Discount available*</p> <p>\$3</p>
	<p>w/trailer</p>  <p>1-axle trailer in tow      2-axle trailer in tow</p>	<p>\$3.25</p> <p>\$5</p>	
CLASS 2 & UP	<p>Includes any vehicle 8-feet or above in height with two or more axles.</p> <p>Tolls would be \$4.50 per axle for E-ZPass and \$5 per axle for cash/TOLL-BY-PLATE.</p> <p>The 10-percent off-peak commercial-vehicle discount for Class 2 and above would be eliminated on or after April 3, 2021.</p> <p>Class 2 (two-axle) vehicles include small box trucks, flatbed trucks, school buses, small recreational vehicles, certain sprinter vans, and certain conversion vans.</p> <p>Class 1 vehicles with gooseneck/fifth-wheel trailers in tow also would be charged \$4.50 per axle E-ZPass or \$5 cash/TOLL-BY-PLATE (see rates for Classes 3, 4, and 5).</p> <p>Class 2 (two axles) and Class 3 (three axles) vehicles with trailers would be charged an additional \$4.50 for E-ZPass or \$5 cash/TOLL-BY-PLATE for each additional axle in tow (see rates for Classes 3, 4, and 5).</p>	<p>2-Axle</p> 	<p>\$9</p> <p>\$10</p>
	<p>3-Axle</p>  <p>3-axle RV w/ 1-axle trailer</p>	<p>\$13.50</p> <p>\$15</p>	
	<p>4-Axle</p>  <p>4-axle dump truck      4-axle RV w/ 3-axle trailer 3-axle RV w/ 2-axle passenger in tow      Truck w/ GV trailer</p>	<p>\$18</p> <p>\$20</p>	
	<p>5-Axle</p> 	<p>\$22.50</p> <p>\$25</p>	
	<p>6-Axle</p> 	<p>\$27</p> <p>\$30</p>	
	<p>7-Axle</p> 	<p>\$31.50</p> <p>\$35</p>	

## 2024 TOLL RATES

CLASS	VEHICLE DESCRIPTION	TOLL RATES	
		E-Z Pass <i>Delaware</i>	Cash/TOLL-BY-PLATE
CLASS 1	Includes vehicles with up to 2 axles and less than 8-feet high. The frequency-based E-ZPass commuter discount would expire on or after January 6, 2024. A passenger vehicle with a trailer or vehicle in tow would be charged an additional \$2 regardless of the number of tolling axles. Per axle commercial truck rates (\$4.50 or \$5 per axle) apply for Class 1 vehicles with gooseneck/fifth-wheel trailers in tow. (See rates for Class 3, 4, or 5, as applicable.)	2-Axle  Motorcycle, car, SUV and light truck	\$1.50 \$3
		w/trailer  Heavy trailer in tow, Gooseneck trailer in tow	\$3.50 \$5
CLASS 2 & UP	Includes any vehicle 8-feet or above in height with two or more axles. Tolls would be \$4.50 per axle for E-ZPass and \$5 per axle for cash/TOLL-BY-PLATE. Class 2 (two-axle) vehicles include small box trucks, flatbed trucks, school buses, small recreational vehicles, certain sprinter vans, and certain conversions. Class 1 vehicles with gooseneck/fifth-wheel trailers in tow also would be charged \$4.50 per axle E-ZPass and \$5 cash/TOLL-BY-PLATE (see rates for Classes 3, 4, and 5). Class 2 (two-axle) and Class 3 (three-axle) vehicles with trailers would be charged an additional \$4.50 for E-ZPass or \$5 cash/TOLL-BY-PLATE for each additional axle in tow (see rates for Classes 3, 4, and 5).	2-Axle  Box truck, Flatbed truck, School bus	\$9 \$10
		3-Axle  Gooseneck RV w/ 2-axle trailer	\$13.50 \$15
		4-Axle  Gooseneck dump truck, Gooseneck RV w/ 2-axle trailer, Gooseneck RV w/ Gooseneck trailer, Truck with 2-axle trailer	\$18 \$20
		5-Axle  Box truck, School bus	\$22.50 \$25
		6-Axle  Flatbed truck	\$27 \$30
		7-Axle  Flatbed truck	\$31.50 \$35

The two proposed toll schedules above are posted for purposes of gathering public comment before the Delaware River Joint Toll Bridge Commission's Directors decide whether to approve, modify/approve, or reject the proposed rates. If approved, they would be the first system-wide toll adjustment at the Commission in 10 years. The top schedule of toll adjustments would take effect on or after April 3, 2021. The second schedule would take effect on or after January 6, 2024.

Please go to [www.drjtc.org/tollcomments](http://www.drjtc.org/tollcomments) for more information on the toll adjustment and the public comment process. The public comment period opens February 1 and ends 4 p.m. February 26. Three virtual hearings will be held as part of this comment process due to the Covid-19 pandemic.

Under the proposed toll changes, uniform rates would be charged at the Commission's eight toll bridges beginning on or after April 3, 2021. Motorists with E-ZPass transponders would qualify for lower rates. Drivers without E-ZPass would pay higher rates. All E-ZPass users — regardless of issuing agency — will qualify for the E-ZPass rates. The Commission's volume-based E-ZPass commuter discount, however, can only be applied in passenger vehicle transponders issued by the Commission's toll processor — the regional New Jersey E-ZPass Customer Service Center. The commuter discount is proposed to be 20 percent for eligible motorists who record 16 or more tolled trips across DRJTC bridges in a respective calendar month, starting on or after April 3, 2021. The discount is proposed to continue through 2023.

The per-axle rates for trucks, buses, and other vehicles 8 feet or more in height would be \$4.50 per axle for E-ZPass and \$5 per axle for cash/TOLL-BY-PLATE on or after April 3, 2021. (Note: The Scudder Falls Toll Bridge currently is the only DRJTC crossing with all-electronic tolling (AET) and TOLL-BY-PLATE service.) The off-peak E-ZPass discount for trucks, buses and commercial vehicles 8-feet and above in height would expire on or after April 3, 2021.

The proposed 2024 toll adjustment schedule (effective on or after January 6, 2024) would set the E-ZPass Class 3 vehicle rate at \$7.50. The Commission's frequency-based commuter discount also would end at this time.

An additional webpage provided information on the toll-setting process, the public comment period, and three virtual hearings. This page also had forms for the public to submit comments and/or register for one of the virtual hearings. A snapshot of the top of that page's final appearance is pasted below:

The screenshot shows the top of a webpage for the Delaware River Joint Toll Bridge Commission. The header includes a customer service number, navigation links (Home, Newsroom, Job Opportunities, E-ZPass, Employee Portal, Active Alerts), and a main menu (ABOUT, BRIDGE INFO, TRAVEL INFO, PROJECTS, DOING BUSINESS, CONTACT). The page title is "Proposed 2021/2024 Toll Adjustments Comment Process". Below the title is a breadcrumb trail: HOME / TRAVEL INFO / PROPOSED 2021/2024 TOLL ADJUSTMENTS COMMENT PROCESS. The main content area starts with a paragraph explaining the Commission's consideration of a two-stage system-wide toll adjustment to address traffic and revenue declines caused by the COVID-19 health crisis. Below this paragraph are two blue buttons: "CLICK HERE TO SEE THE PROPOSED TOLL RATE CHANGES" and "CLICK HERE FOR THE EXECUTIVE DIRECTOR'S VIRTUAL HEARING PRESENTATION". The section titled "PROCESS" follows, detailing four steps: 1. The Commission publishes a public notice on Feb. 1. 2. At least 10 days after publication, three remote/virtual public hearings will be conducted over a two-day period. 3. All testimony and comments will be gathered and reviewed by Commission staff. 4. Under the Commission's toll-adjustment comment/hearing policy, the public also may provide comments during the



9

[CLICK HERE TO SEE THE COMMISSION'S 2021 TOLL HEARING POLICY AUTHORIZING VIRTUAL HEARINGS \(235 KB\)](#)

Additional information was published on the website, including a rollup of prospective capital projects to be funded by the proposed toll adjustments over the next five years:

## MORE TOLL ADJUSTMENT INFORMATION

**Passenger Vehicle Base Toll Rate Comparisons - 2021**

**Two-Axle Commercial Vehicle Toll Rate Comparisons - 2021**

**Five-Axle Commercial Vehicle Toll Rate Comparisons - 2021**

**Authority to Toll**

The Delaware River Joint Toll Bridge Commission in its Compact, first jointly enacted by the state ratified by Congress in 1935 in accordance with that authority has been reaffirmed in court decisions.

The Commission was first fully authorized to toll the Easton-Phillipsburg (Route 22) Toll Bridge and amended several times since then. In 1999, the Commission's financing powers and service jurisdiction were expanded to include the replacement of existing bridges and the construction of new bridges as the Commission may determine.

**Toll Comparisons of Class 1 Passenger Vehicles**

**Anticipated Toll-Funded Capital Project Starts 2021-26**

**Toll Comparisons of Class 2 Two-Axle Trucks**

**Proposed Toll Adjustments at the Scudder Falls Toll Bridge:**

2021 – The following would take place on or after April 1, 2021:

- The Class 1 passenger vehicle E-ZPass toll would remain unchanged.
- The frequency-based 40 percent commercial discount would be a credit reduction applied as a retroactive credit after 10 more tolls.
- The Scudder Falls Toll Bridge on any combination of CRITICAL bridges a month using a transponder issued by the Commission's toll group Jersey E-ZPass Customer Service Center. Result: New discounted rate.
- The \$2.00 Class 1 passenger vehicle TOLL BY PLATE rate would be reduced to \$1.75.
- The added toll for a Class 1 vehicle with a bumper hitch trailer is added to \$2 (currently \$2). Result: New combined toll (vehicle \$1.75 for E-ZPass and \$5 for TOLL BY PLATE).
- The per axle rates for Class 2 transponders (two axle vehicles) would be \$4.50 for E-ZPass and \$5 for TOLL BY PLATE (currently \$4.50 for E-ZPass and \$5 for TOLL BY PLATE).

**Toll Comparison of Class 5 Five-Axle Trucks**

**Proposed Toll Changes for Scudder Falls Toll Bridge**

**Authority to Toll**

**Proposed Toll Adjustments for All Toll Bridges**

This document explains how the proposed toll adjustments for the Easton-Phillipsburg (Route 22) Toll Bridge, the Morrisville (Route 1), New Hope-Lambertville (Route 2), Portland-Columbia (Routes 611, 46, 94), Delaware-Walton (Route 206).

2021 – The following would take place on or after April 1, 2021:

- A two-tier toll schedule would be established and cash rates will be higher – a pricing policy country including the Pennsylvania Turnpike and the Delaware Turnpike.
- The Class 1 passenger vehicle E-ZPass toll (currently \$2.00) would be reduced to \$1.75.

**Upcoming Projects to be Funded by Toll Proceeds**

**Proposed Toll Changes for Scudder Falls Toll Bridge**

**Proposed Toll Changes for Other Toll Bridges**

## OTHER DOCUMENTS AND LINKS

- [Press Release Announcing the Proposed Toll Adjustment](#)
- [Executive Director's Presentation at Virtual Toll Hearings](#)
- [Financial Resilience Policy](#)
- [Audited Financial Statements – 2018](#)
- [Audited Financial Statements – 2019](#)
- (Note: The Commission's 2020 audit is now underway. By law, that annual statement must be completed and made available by July 1.)
- [Annual Inspection Report – 2019](#)
- [Commission Resolution Authorizing Virtual Public Hearings](#)
- [Authority to Toll](#)
- [Toll-Supported Bridges Explained](#)
- [E-ZPass Information Page](#)

Images of the toll comment and virtual hearing registration forms are pasted below:

### TOLL COMMENT FORM

Please use the following form to provide comment on the Delaware River Joint Toll Bridge Commission's proposed toll adjustments for 2021 and 2024. Asterisk items are mandatory. Boxes marked † are for optional confirmation purposes; these fields would not be included in the official record. Comments will continue to be accepted until 4 p.m. Friday, Feb. 26.

First Name *	Last Name *
<input type="text"/>	<input type="text"/>
Municipality of residence *	State of residence *
<input type="text"/>	<input type="text"/>
Your Email †	Phone Number †
<input type="text"/>	<input type="text"/>
Comment	
<input type="text"/>	

**SEND**

### REGISTRATION FORM TO SPEAK AT A VIRTUAL TOLL HEARING

\*Mandatory – †Optional

Check hearing at which you wish to provide a three-minute-long comment (one hearing only per individual) \*

---

How do you plan to provide comment \*

---

To speak at a public hearing, all registrants must provide their first name, last name, and municipality and state of residence. Individuals planning speak online through Zoom must provide an email address. Individuals planning to speak by phone through a teleconferencing phone number must provide the last four digits of the phone number they plan to use to speak at the meeting. Registrations are first come, first served until all slots at a respective hearing are filled.

First Name *	Last Name *
<input type="text"/>	<input type="text"/>
Municipality of residence *	State of residence *
<input type="text"/>	<input type="text"/>
Phone Number †	Organization affiliation †
<input type="text"/>	<input type="text"/>

**SUBMIT**



Four press releases were distributed for this public comment process and are posted at [www.drjtbc.org/newsroom](http://www.drjtbc.org/newsroom). The cover page of each release is pasted below:



Executive Offices  
1199 Woodside Road  
Yardley, PA 19067

TEL. (267) 394-6700

FAX (267) 394-6744

**FOR IMMEDIATE RELEASE**  
February 1, 2021

Contact: Joe Donnelly or Pete Peterson  
Phone: (215) 316-0589 or (215) 990-8928

### **SYSTEM-WIDE TOLL ADJUSTMENTS PROPOSED FOR 2021 & 2024**

*Public Comment Period Commences; Three Remote Hearings Scheduled  
Two-Tier Pricing Contemplated with Cash/TOLL BY PLATE Tolls Higher than E-ZPass*

**YARDLEY, PA** - The Delaware River Joint Toll Bridge Commission (DRJTBC) today announced proposed system-wide toll adjustments to offset continuing COVID-19-induced toll revenue declines, ensure payment of financial obligations and provide funding for planned capital projects throughout the agency's Pennsylvania-New Jersey service region. If approved, it would be the Commission's first system-wide toll adjustment in 10 years.

The full schedules of proposed toll changes may be viewed on the Commission website at [www.drjtbc.org/newtolls](http://www.drjtbc.org/newtolls). The first schedule is proposed for implementation on or after April 3, 2021. The second is proposed for implementation on or after January 6, 2024. The Commission also has published a webpage -- [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments) -- to provide more information on the adjustments, the comment/hearings process on the proposals, and a series of capital projects that the prospective toll revenues would help fund.

The proposed adjustments would establish a two-tier system of toll rates, under which cash/TOLL BY PLATE customers would pay higher tolls than E-ZPass-equipped motorists. This type of pricing is a prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with cash or license-plate-billing collection methods.

In 2019, slightly more than 75 percent of toll transactions at DRJTBC bridges were handled by E-ZPass. In 2020, nearly 80 percent of the agency's toll transactions were through E-ZPass -- but that figure is skewed higher by emergency "Toll-by-Mail" billing that took place during the COVID spike between late March and early May. The Commission already has a two-tier pricing schedule in effect at its new Scudder Falls (I-295) Toll Bridge.

(Note: The DRJTBC classifies motor vehicles strictly by number of rolling axles and height. Tolls are assessed in the Pennsylvania-bound direction at all Commission tolling points.)

#### **COVID-19**

DRJTBC Executive Director Joe Resta said the toll adjustment was necessitated by the continuing recessionary impacts of the COVID-19 pandemic. He said the Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected 9.36 percent less toll revenue than had been projected for 2020. Like other toll agencies around the country, bond-rating firms assigned a negative outlook to the Commission last year. Resta said COVID-19 impacts have continued into 2021.

*"Preserving Our Past, Enhancing Our Future"*



TEL: (215) 990-8928

FAX: (215) 990-8711

**FOR IMMEDIATE RELEASE**

February 9, 2021

Contact: Joe Donnelly or Pete Peterson

Phone: (215) 316-0589 or (215) 990-8928

**REGISTRATION FOR VIRTUAL TOLL HEARINGS STARTS THIS WEEK**

*Hearing Comments to Be Accepted Via Zoom Online Meeting Platform & Teleconferencing:  
Links and Phone Numbers Posted on Commission Website*

**YARDLEY, PA** - The Delaware River Joint Toll Bridge Commission (DRJTBC) today posted the Zoom meeting links and teleconferencing phone numbers for the three virtual hearings the agency is planning for gathering public comments on a series of recently proposed toll adjustments.

People must pre-register in order to speak at one of the three hearings, which will be conducted through the Zoom public meeting online platform and teleconferencing. **The Commission will begin accepting registrations online or through a toll-free answering service starting Wednesday, February 10.**

To register online, members of the public can fill out the registration form posted at [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments) and hit the submit button when completed. The public also can register by following the prompts on a toll-free phone line – 855-721-0444 – that is operational for this proposed toll adjustment comment period.

Hearing registrants must provide their first and last names and their municipality and state of residence. Individuals who plan to speak online through Zoom also must provide their email address. Individuals planning to speak via teleconferencing also need to provide the last four digits of the phone line they will use to comment at the hearings.

Registration is first-come, first-served until all available slots at each respective hearing are filled. **Virtual hearing registrations will be accepted until 4 p.m. February 16.**

The three virtual hearings are scheduled as follows:

- o February 17, 2021 – 10 a.m. to noon
- o February 17, 2021 – 6 p.m. to 8 p.m.
- o February 18, 2021 – 6 p.m. to 8 p.m.

Individuals will be restricted to speaking up to three minutes at one hearing only. Hearing comments must be declarative; the hearings will not be question and answer sessions. Comments will be restricted to the proposed toll adjustments posted at [www.drjtbc.org/newtolls](http://www.drjtbc.org/newtolls) and the public notice published in various Commission-jurisdiction daily newspapers on or after January 31, 2021. Anonymous comments will not be accepted.





Executive Offices  
1199 Woodside Road  
Yardley, PA 19067

TEL. (267) 394-6700

FAX (267) 394-6744

FOR IMMEDIATE RELEASE  
February 19, 2021

Contact: Joe Donnelly or Pete Peterson  
Phone: (215) 316-0589 or (215) 990-8928

### **ONE WEEK REMAINS FOR PUBLIC COMMENT PERIOD ON PROPOSED TOLL ADJUSTMENTS**

*Bridge Commission Seeking Input by Online Form, Toll-Free Phone Line & U.S. Mail*

**YARDLEY, PA** – Motorists and other members of the public still have one week to provide comment on a series of recently proposed toll adjustments for 2021 and 2024, the Delaware River Joint Toll Bridge Commission (DRJTBC) announced today.

The Commission rolled out a two-stage system-wide toll restructuring plan on February 1 and has been gathering public input ever since. The public comment period on the proposed toll adjustments is scheduled to end 4 p.m. Friday, Feb. 26.

Individuals have three ways to weigh in on the proposed toll changes:

- Online: Go to the toll-comment form posted at [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments)
- Toll-free answering service: 1-855-721-0444
- US Mail: address to Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA. 19067 (Must be postmarked by Feb. 26 to be part of the official record.)

Anonymous comments will not be accepted. All eligible comments will be transcribed for inclusion in the public record to be reviewed by the DRJTBC's board of commissioners prior to taking action (approve, modify and approve, or reject) on the proposed toll adjustments. Commissioners are expected to take up the matter at their March 29 meeting.

The proposed toll changes were developed in response to the deep traffic and revenue losses the agency has experienced in the wake of the COVID-19 pandemic and the economic recession it induced. Travel patterns in the Commission's service area have changed as the pandemic, lockdowns and a fragile recovery have affected commuting, travel and shopping. Toll collections were \$14.5 million less than projected in 2020; the declines have continued in 2021.

Recognizing the evolving revenue challenges, the Commission halted job hiring after February 2020, postponed new capital project starts, and cut discretionary spending lines 10 percent and froze salaries in the 2021 operating budget.

The proposed toll adjustment would address immediate financial concerns while enabling the agency to fulfill its service mission and pursue needed capital project for years to come.

*"Preserving Our Past, Enhancing Our Future"*



Delaware River  
Joint Toll Bridge  
Commission

Executive Offices  
1199 Woodside Road  
Yardley, PA 19067

TEL. (267) 394-6700

FAX (267) 394-6744

FOR IMMEDIATE RELEASE  
February 25, 2021

Contact: Joe Donnelly or Pete Peterson  
Phone: (215) 316-0589 or (215) 990-8928

### **ONE DAY LEFT FOR SUBMITTAL OF PUBLIC COMMENTS ON PROPOSED TOLL ADJUSTMENTS**

*Bridge Commission Seeking Input by Online Form, Toll-Free Phone Line & U.S. Mail*

**YARDLEY, PA** – The public has one day left to provide comment on a series of proposed toll adjustments for 2021 and 2024, the Delaware River Joint Toll Bridge Commission (DRJTBC) announced today.

The public comment period is scheduled to 4 p.m. TOMORROW -- Friday, Feb. 26. The Commission rolled out a two-stage system-wide toll restructuring plan on February 1 and has been gathering public input ever since.

Individuals have three ways to weigh in on the proposed toll changes:

- Online: Go to the toll-comment form posted at [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments)
- Toll-free answering service: 1-855-721-0444
- US Mail: address to Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA. 19067 (Must be postmarked by Feb. 26 to be part of the official record.)

All eligible comments will be transcribed for inclusion in the public record to be reviewed by the DRJTBC's board of commissioners prior to taking action (approve, modify and approve, or reject) on the proposed toll adjustments. Anonymous comments will not be accepted.

Commissioners are expected to take up the matter at their March 29 meeting.

The proposed toll changes were developed in response to the deep traffic and revenue losses the agency has experienced in the wake of the COVID-19 pandemic and the economic recession it induced. Travel patterns in the Commission's service area have changed as the pandemic, lockdowns and a fragile recovery have affected commuting, travel and shopping. Toll collections were \$14.5 million less than projected in 2020; the declines have continued in 2021.

Recognizing the evolving revenue challenges, the Commission halted job hiring after February 2020, postponed new capital project starts, and cut discretionary spending lines 10 percent and froze salaries in the 2021 operating budget.

The proposed toll adjustment would address immediate financial concerns while enabling the agency to fulfill its service mission and pursue needed capital project for years to come.

*"Preserving Our Past, Enhancing Our Future"*

## REMOTE/VIRTUAL HEARINGS

Three virtual hearings were conducted for this toll adjustment, pursuant to the Commission's Toll Adjustment Public Hearings and Comment Policy as revised for the COVID-19 pandemic (FIN-01-21) adopted on January 25, 2021.

Participation was provided through the Zoom online public meeting platform and its associated teleconferencing function. Pre-registration was required for speaking at a public hearing on a first-come/first-served basis, but this was waived at each session due to low turnout.

Zoom access links and teleconferencing numbers and codes for the online hearings were posted Feb. 10 on the Commission website at [www.drtbc.org/tollcomments](http://www.drtbc.org/tollcomments). Individuals interested only in watching the live-stream Zoom broadcast needed to provide -- at a minimum -- a name and e-mail address. Teleconferencing was the only means for individuals to listen to the hearings without providing any identifying information.

Registrations for hearing speakers were accepted online at a portal on [www.drtbc.org/tollcomments](http://www.drtbc.org/tollcomments) or through the toll-free phone line operated for this proposed toll adjustment at 1-855-721-0444 from Feb. 10 to 4 p.m. Feb. 16.

All online commenters were required to provide their first name and last name, municipality and state of residence. Registered commenters also were requested to provide an email address (for confirmation purposes).

Nobody registered to comment at a virtual hearing via the teleconferencing option. If someone had utilized this option, they would have been requested to provide their first name and last name, municipality and state of residence, and the last four digits of the phone number.

It was noted in Commission communications that commenters would be restricted to speaking for up to three minutes at one hearing only; that hearing comments must be declarative; that the hearings would not be question and answer sessions; that hearing comments would be restricted to the proposed toll adjustments posted at [www.drtbc.org/newtolls](http://www.drtbc.org/newtolls); and that anonymous comments would not be accepted.

The hearings were held as follows:

- February 17, 2021 – 10 a.m. to noon
- February 17, 2021 – 6 p.m. to 8 p.m.
- February 18, 2021 – 6 p.m. to 8 p.m.

Residents, motorists, stakeholders and office staff of elected officials attended the three virtual toll hearings, along with Commission staff and consultants.

Each virtual hearing was recorded. Each hearing had the following format:

- Pre-Hearing: A scrolling slide show indicating when each hearing would start and an overview of some of the Zoom settings like audio controls.

- **Hearing Introduction:** An opening introduction by the Hearing Officer, Mark Tudor from RK&K, consultant to the Bridge Commission. Mr. Tudor provided an overview of the format of the hearing and the Zoom settings. Mr. Tudor also noted that the “Raise Hand” function would be available to virtual hearing participants who had not pre-registered to notify the Hearing Officer that they would like to provide verbal comments, if time allowed.
- **Joe Resta Toll Adjustment Overview:** After the Hearing Introduction, a pre-recorded presentation of roughly 15 minutes in duration was provided by Mr. Joe Resta, the Commission’s Executive Director. The presentation gave an overview of the traffic and revenue losses arising from the pandemic and recession, the reasons for the proposed toll adjustments, and details of the proposed adjustments in both 2021 and 2024.
- **Verbal Comment Period:** The final segment of each of the Virtual Hearings was to take verbal comments. Verbal comments were first opened to pre-registered public officials, then pre-registered members of the public, and then unregistered participants who had not already provided verbal comments in previous hearings. Participants who were unregistered were asked to use the “Raise Hand” function in Zoom online or the Zoom app to notify the Hearing Officer that they would like to provide verbal comments. During the verbal comment period, the proposed toll adjustments were scrolled on the screen, with the Hearing Officer periodically coming back on camera to remind workshop participants if they would like to provide verbal comments to utilize the “Raise Hand” function. Each hearing lasted the full scheduled two-hour period.

A copy of the hearing PowerPoint presentations is attached to this report as reference.

The recorded eligible comments were transcribed for inclusion in this report to Commissioners for review and deliberation prior to taking action (approve, modify and approve, or reject) on the proposed toll adjustments.

## Comment Process Results

As previously noted, the public had four ways to comment on the proposed toll adjustments:

- Three virtual hearings;
- Online: A toll-comment form posted on the Commission website at [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments)
- U.S. Mail: address Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA 19067 (Postmarked no later than Feb. 26 to be part of this official record.)
- Toll-free phone answering service (comment and pre-registration line): 1-855-721-0444



A total of 115 comments were received during the course of the 26-day comment period starting February 1 and ending 4 p.m. February 26. This is nearly three times the number of eligible comments received during the 2016 toll-setting public comment process for establishing a toll schedule at the previously non-tolled Scudder Falls location, clarifying the tolls for recreational vehicle/trailer combinations at all Commission toll bridges, and increasing rates system-wide for dual-rear-wheel pickup trucks (dualies), which was rejected. The 2016 toll-setting process, which was not conducted during a pandemic, included six public hearings (two hearings in each of the Commission three service regions, with each of those hearings occurring on opposite sides of the river).

The breakdown of eligible comments (anonymous comments do not qualify) for the proposed 2021 and 2024 toll adjustments were as follows

- 105 eligible comments were received through the online form portal on the Commission website;
- 4 comments were received through the three virtual hearings;
- 5 comments were received through the toll-free phone service; and
- 1 letter from a Pennsylvania state representative.
- Note: Two individuals submitted comments both at a hearing and through the toll comment form on the Commission website.

### Summation of Public Input

As would be anticipated, the prevailing expression of public sentiment is in opposition to the toll adjustments either in part or in their entirety. Surprisingly, two individuals expressed support for higher tolls. Following are the top issues cited during this process (ranked in order of repetition):

- Bad time to raise tolls.
- General opposition to toll and discount changes (Note: It's possible that some of these cases are directed toward the proposed \$3 Cash toll rate for passenger vehicles.)
- Opposition to the proposed \$3 toll rate for Cash transactions involving a passenger vehicle.
- Oppose reduction/elimination of frequency-based discount for eligible E-ZPass users making 16 or more trips across Commission bridges in a calendar month.
- Make spending cuts or restructure finances.
- Lower tolls for people living in close proximity to a bridge.
- Concerns that higher bridge tolls would cause more traffic to divert to other bridges without tolls in the Pennsylvania-bound direction.

Among other issues raised during this process were individuals expressing opposition to higher truck tolls as well as other individuals supporting higher truck tolls. Another dichotomy among some commenters concerned the growing trend of cashless all-electronic toll collections regionally and around the country. Some individuals expressed support for such a change, while others expressed opposition. Finally, a few commenters expressed opposition to the limited toll adjustments being proposed at the new Scudder Falls Toll Bridge so soon (less than two years) after the start of toll collections at that location.

The various comments received during this process are attached with respective staff responses. Cited comments were through the Commission website's toll comment form unless noted otherwise.

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## PUBLIC COMMENTS AND STAFF RESPONSES

Carosella, Nicholas	Tredyffrin, PA	Feb. 1 10:17 a.m.	Traffic diversion E-ZPass
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**ONLINE FORM COMMENT:** The tripling of toll rates for the Trenton Morrisville bridge (which I travel several times a month) make no sense, especially when there is a free parallel bridge. Such a large increase will result in significant backups on US 1 as people exit onto the short ramp to access the free bridge. In addition, charging those with non-NJ E-ZPass tags more discriminates against those who have Pennsylvania E-ZPass tags, especially given the bridges are run by a bi-state agency that includes Pennsylvania. The Port Authority of New Jersey and the DRBA both give discounts to tagholders from both border states. Given the significant savings of E-ZPass over cash/plate transactions, there is little reason why non-NJ E-ZPass users should pay that same rate. They should either pay the same rate as NJ tagholders or a rate in between the two.

Staff Response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- This \$3 Cash rate is one part of a new two-tier pricing structure prescribed under the proposed toll adjustments. Under this proposed pricing framework, Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally. It is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- As with prior toll adjustments, the Commission fully anticipates that a diversionary spike will occur if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2021, however, will be mitigated by the fact that E-ZPass is now used in 75 percent of the Commission's toll transactions system-wide. The E-ZPass rate is proposed to rise by only 25 cents in 2021.
- Any motorist diverting from a toll bridge to a toll-supported bridge will encounter a diminished customer experience, including higher fuel consumption, traffic congestion and delays in reaching their destinations.
- The toll-supported bridges do not pay for themselves. The proposed toll adjustments will help fund these "free" alternative river crossings and help keep them in operation.
- Geography has nothing to do with the Commission's E-ZPass discount program.
- The Commission's frequency-based commuter discount for Class 1 passenger vehicles equipped with E-ZPass can only be applied to private vehicle transponders issued and administered by the back-office entity that processes toll transactions at the Commission's eight toll bridges. That entity is the regional New Jersey E-ZPass Customer Service Center, which is operated by Conduent



Inc. This toll-processing operation services seven different toll agencies domiciled or operating in New Jersey, Pennsylvania, and Delaware.

- As the Bridge Commission's toll processor, the New Jersey E-ZPass Customer Service Center can track, tabulate, and apply the Commission's frequency-based E-ZPass commuter discount – when applicable – to its respective database of E-ZPass account/transponder holders. Our toll processor is not positioned to tabulate and apply the discount to transponders and accounts that are in another E-ZPass service network's database.
- For example, the discount cannot be applied to accounts/transponders administered by the Pennsylvania Turnpike E-ZPass Customer Service Center because that entity does not process the toll transactions at our toll bridges. Its E-ZPass customer database is unaffiliated with that of our toll processor's. The Pennsylvania Turnpike E-ZPass Customer Service Center also serves only one toll agency -- the Pennsylvania Turnpike Commission.
- The Port Authority of New York and New Jersey does not offer any "discounts" specifically targeted to residents of New York and New Jersey. Moreover, the Authority's E-ZPass rates actually mirror the two-tier pricing framework in the Commission's proposed toll adjustment, with the E-ZPass-equipped motorists paying lower rates than Cash/TOLL-BY-PLATE customers. The E-ZPass rates are further adjusted by time of travel – lower during off-peak hours and higher during peak hours.
- The Delaware River Bay Authority (DRBA) does offer two frequency-based E-ZPass discounts to passenger vehicles, but -- like the Bridge Commission – these discounts can only be applied through the DRBA's toll processing service provider, which also happens to be the regional New Jersey E-ZPass Customer Service Center. Unlike the Commission's discount (which is automatic), an eligible E-ZPass customer seeking a DRBA discount must register his/her transponder for the program and pay for the respective discount plan up-front. The DRBA does offer a slightly reduced rate (25-cent savings) for passenger-vehicle drivers enrolled in either the New Jersey or Delaware E-ZPass account systems, but this is not a "discount." It is a set toll rate.
- If the Commission's proposed toll adjustments were to be approved, the Commission's Class 1 passenger vehicle base E-ZPass rates of \$1.25 in 2021 and \$1.50 are still lower than the current comparative DRBA base rates: \$5 -- and \$4.75 for E-ZPass transponders issued by either the NJ E-ZPass or DE E-ZPass service centers. The Commission's proposed \$3 Cash/TOLL-BY-PLATE rate also would be lower than the current DRBA rates.

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Connor, Patrick	Blairstown, PA	Feb. 1 11:49 a.m.	Opposes \$3 Cash rate
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**ONLINE FORM COMMENT: A 300% increase for cash customers is extremely high. For an individual who travels across the border four or five times a month I shouldn't be required to use ez pass in order to save a considerable amount of money, approximately one hundred dollars a year. I would most likely reduce my trips to Pa, and the amount of money I contribute to their economy. Additionally in the near future I suppose the commission will transition to cashless tolls altogether forcing people to either have ez pass, or pay on line or via mail.**

Staff Response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- This \$3 Cash rate is one part of a new two-tier pricing structure prescribed under the proposed toll adjustments. Under this proposed pricing framework, Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally. It is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- The Commission currently has no immediate plans or schedule to transition to cashless tolls system-wide. However, the Commission is aware that an increasing number of other toll agencies have made -- or are making -- such system-wide shifts to cashless all-electronic tolling. These include -- but are not limited to -- the Pennsylvania Turnpike, the Port Authority of New York and New Jersey, and the South Jersey Transportation Authority (Atlantic City Expressway).
- Nobody is forced to use E-ZPass. The proposed toll adjustment, however, would apply higher rates for Cash payments to cover the more expensive processing/collection costs of that toll payment method.

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DePalma, Michael	Eldred Township, PA	Feb. 1 12:37 p.m.	Bad time to raise tolls Gas taxes rising Truck tolls hurt consumers
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**ONLINE FORM COMMENT: With the cost of gasoline increasing along with many lost jobs and furloughs during the pandemic I am against any Toll increases. Everyone is hurting and to raise the prices on commercial trucking will only pass on these increases in goods onto the consumer. Please don't do this.**

Staff Response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's proposed toll adjustment stems from the current financial realities arising from changed travel patterns as COVID-19, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism.
- The Commission does not receive any gas tax revenues from the states of Pennsylvania and New Jersey or the federal government.
- The Commission took proactive steps in an attempt to forestall or dampen the proposed toll adjustments :
  - Job hiring was halted after the Commission's February 2020 meeting;
  - New capital-project starts were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent in the 2021 operating budget;

- Salaries were frozen in the 2021 operating budget;
- Federal CARES Act stimulus funds were sought to offset toll losses, but the Commission did not receive any of these funds; and
- The Class 1 passenger vehicle E-ZPass base toll rate increase to \$1.50 is being phased in over three years instead of taking effect immediately.
- The proposed toll adjustments to trucks and other commercial vehicles are modest and would remain lower than surrounding agencies. The Commission would still maintain its competitive edge for movements of overland freight across the Delaware River.

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Barends, Brian	Washington, N.J.	Feb. 1 12:54 p.m.	Make cuts
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**ONLINE FORM COMMENT: It's never enough for you Union people - Ever hear of CUTS? You make us Hate NJ Thanks!**

Staff Response:

- The Commission has a non-union workforce.
- The Commission also took proactive steps to forestall proposed toll adjustments: job hiring was halted after the Commission's February 2020 meeting; new capital projects were postponed and remain on hold to this day; discretionary spending lines were cut by 10 percent and salaries were frozen in the 2021 operating budget.
- The Commission is a bi-state agency, not a state agency.

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Lee, Kirk	Blairstown, N.J.	Feb. 1 2:18 p.m.	Opposes \$3 Cash rate
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**ONLINE FORM COMMENT: There are similar retail establishments in Newton and in hackettstown. I Don't need to use the bridge. I use it because it's closer. I will spend less in gas than the proposed toll so I'll just shop over here going forward, if you triple the cash toll. A smaller increase might be tolerated but triple the current rate is out of the question.**

Staff Response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- This \$3 Cash rate is one part of a new two-tier pricing structure prescribed under the proposed toll adjustments. Under this proposed pricing framework, Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists.
- This two-tier pricing framework is the prevailing trend among toll agencies nationally. It is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.

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Rancan, Elizabeth	Ewing, N.J.	Feb. 1 7:14 p.m.	Opposes Scudder Falls' E-ZPass Class 1 toll & discount changes
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**ONLINE FORM COMMENT:** As someone who lives in Ewing, I sometimes cross the bridge multiple times a day to take my kids to and from school, shop at certain stores, etc. while I have EZ pass, the 2014 doubling of the rate makes my shopping, schooling cost prohibitive!!! I'd be spending \$7 a day to cross a bridge to go a few miles! That's ridiculous! And why would you do away with the frequent traveler discount? Makes zero sense! You will be hurting businesses.

Staff Response:

- If the proposed toll adjustment schedules for 2021 and 2024 were to be approved, the Scudder Falls Toll Bridge base E-ZPass rate would remain at \$1.25 until on or after January 6, 2024, when it is proposed to be increased to be increased to \$1.50.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.
- If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- It must be noted that staff originally conceived this \$1.50 toll rate to be implemented in 2021, but decided to phase in the increase to 2024 after further deliberations. Even if the \$1.50 toll were to have been implemented this year with an immediate elimination of the commuter discount program, the Commission's passenger vehicle toll rates would still be the region's lowest base E-ZPass highway bridge toll rates.

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Bonanni, Heather	Mount Bethel, PA.	Feb. 2 1:42 p.m.	Expressed opposition
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**ONLINE FORM COMMENT:** Unnecessary.

Staff Response: The toll adjustments would not be proposed unless they were necessary.

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Harney, Scott	Hanover Twp., PA.	Feb. 2 4:17 p.m.	Expressed support
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**ONLINE FORM COMMENT: I am in favor of the toll increases. It is important to maintain these critical bridges.**

Staff Response:

- The toll adjustment pertains to much more than the Commission’s 20 road bridges. The agency also has 73 lane miles of road surface, 34 short-distance approach bridges (overpasses or viaducts) and various other maintenance and operational facilities.
- The agency operates 24 hours a day, seven days a week. The tolls would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The tolls would help pay down debt-service costs for capital projects and pay for new projects, many of which would generate sorely needed construction-related jobs.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.

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Olarte, Andrew	Northampton, PA.	Feb. 3 2:49 a.m.	Charge trucks more
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**ONLINE FORM COMMENT: 81/78 “warehouse” corridor has exploded with tenants. Is it more prudent to keep tolls where they are and triple the burden on commercial vehicles? There is a terrific increase in “big rig” traffic and I believe these enterprises should be stepping up as the revenues from companies like Amazon, FedEx, Walmart, etc has seen terrific increases which could easily cover the Commission shortfall - if they are asked to contribute more.**

Staff Response:

- As noted in the press release announcing the proposed toll adjustment, the new toll schedules would address more than a “shortfall.”
- The first paragraph of the Commission’s press release announcing the toll adjustments is transparent in stating a broader need and purpose: “proposed system-wide toll adjustments to offset continuing COVID-19-induced toll revenue declines, ensure payment of financial

obligations and provide funding for planned capital projects throughout the agency's Pennsylvania-New Jersey service region."

- The press release and subsequent communications – notably the executive director's statement prefacing each toll hearing and posted online – further explained that the proposed adjustment would establish a two-tier framework of toll rates, under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with Cash or license-plate-billing collection methods.
- The proposed toll adjustments for 2021 and 2024 collectively increase rates for both passenger vehicles and commercial vehicles. All vehicle-classification groups would be affected. To absolve one class of toll bridges (Class 1 passenger vehicles) users at the expense of others (commercial vehicles Class 2 and above) would run afoul of the federal requirement that tolls "shall be just and reasonable."
- The Commission's proposed Class 1 passenger vehicle toll rates (\$1.25 for E-ZPass and \$3 for Cash/TOLL-BY-PLATE in 2021) would remain the lowest for highway bridge travel between New Jersey and Pennsylvania.

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Williams, Jeanne	Town of Deerpark, N.Y.	Feb. 3 7:50 a.m.	Opposes \$3 Cash rate
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**ONLINE FORM COMMENT: A 77 year old woman I am, whom crosses Milford Pa bridge is asking that you do not raise the crossing price to \$3 Less traffic because of Covid?? Perhaps a bit, but I find states etc are taking advantage of all of us, especially, people with lower incomes whom cannot afford any kind of a \$2 increase. Just upsetting and disgusting.**

Staff Response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- This \$3 Cash rate is one part of a new two-tier pricing structure prescribed under the proposed toll adjustments. Under this proposed pricing framework, Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists.
- This two-tier pricing framework is the prevailing trend among toll agencies nationally. It is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- The first paragraph of the Commission's press release announcing the toll adjustments is transparent in stating a broader need and purpose than simply address traffic and revenue declines resulting from the pandemic. The release announced: "proposed system-wide toll adjustments to offset continuing COVID-19-induced toll revenue declines, ensure payment of financial obligations and provide funding for planned capital projects throughout the agency's Pennsylvania-New Jersey service region."

- The press release and subsequent communications – notably the executive director’s statement prefacing each toll hearing and posted online – further explained that the proposed adjustment would establish a two-tier framework of toll rates, under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists.
- This type of pricing is the prevailing trend among toll agencies nationally. It is already in use at the Commission’s Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.

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Gambhirwala, Manoj	Tabernacle, PA.	Feb. 2 4:17 p.m.	Charge trucks more
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**ONLINE FORM COMMENT: It is not fair to load the passenger cars with a higher rate of increase than commercial vehicles, if they are contributing more to the wear and tear and maintenance.**

Staff Response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- This \$3 Cash rate is one part of a new two-tier pricing structure prescribed under the proposed toll adjustments. Under this proposed pricing framework, Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists.
- This two-tier pricing framework is the prevailing trend among toll agencies nationally. It already is in use at the Commission’s Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- The preponderance of commercial vehicle drivers use E-ZPass (more than 90 percent of commercial transactions at Commission tolling points).
- Commercial traffic has been paying its proportionate share of tolls under toll adjustments implemented in 2002-03, 2007 (Class 1 passenger vehicles were unchanged that year), 2011, and 2016 (Scudder Falls only). The proposed per-axle rate changes for commercial vehicles maintain this spread of costs among different vehicle classes.
- Commercial vehicles classes also are subjected to a new two-tier pricing framework under the proposed toll adjustment.
- The proposed toll adjustments for 2021 and 2024 collectively increase rates for both passenger vehicles and commercial vehicles. All vehicle-classification groups would be affected. To absolve one class of toll bridge users (Class 1 passenger vehicles) at the expense of others (Class 2 vehicles and above) would run afoul of the federal requirement that tolls “shall be just and reasonable.”
- The Commission’s proposed Class 1 passenger vehicle toll rates (\$1.25 for E-ZPass and \$3 for Cash/TOLL-BY-PLATE in 2021) would remain the lowest for highway bridge travel between New Jersey and Pennsylvania.

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Berger, Margot	Burlington, N.J.	Feb. 3 10:54 a.m.	Bad time to raise tolls
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**ONLINE FORM COMMENT: This is absolutely absurd... for those individuals impacted by COVID, and that will have to start commuting again, this will be detrimental to livelihoods. There has to be another way to offset the costs that will be needed in order to maintain the roads**

Staff Response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the pandemic, lockdowns and a fragile economic recovery have affected job commuting, shopping, and tourism.
- Tolls are the Commission’s ultimate funding source.
- The Commission does not receive any gas tax revenues from the states of Pennsylvania and New Jersey or the federal government.
- The Commission took proactive steps in an attempt to forestall or dampen the proposed toll adjustments :
  - Job hiring was halted after the Commission’s February 2020 meeting;
  - New capital-project starts were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent in the 2021 operating budget;
  - Salaries were frozen in the 2021 operating budget;
  - Federal CARES Act stimulus funds were sought to offset toll losses, but the Commission did not receive any of these funds; and
  - The Class 1 passenger vehicle E-ZPass base toll rate increase to \$1.50 is being phased in over three years instead of taking effect immediately.
- As a total toll schedule, the Commission would continue to have the lowest highway bridge toll rates between New Jersey and Pennsylvania if the proposed adjustments get implemented.

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Chuchwa, Rhonda	Milford, PA.	Feb. 3 8:25 p.m.	Financial hardship Restore 10-cent tokens Charge less for “locals” Address potholes
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**ONLINE FORM COMMENT: Milford PA is a lower income area and a hike in the toll would put many in an financial hardship. Local residents should be excluded from the hike. The old \$.10 token was a fair for the local people, cost effective to collect, and at that time their were no holes in the bride road surface as there are now.**



Staff Response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism.
- To the Commission's knowledge, no toll agency in the United States currently uses tokens as a toll payment method. Such systems were prone to mechanical breakdowns and abuse. The Commission stopped accepting tokens nearly 20 years ago, when it followed the industry trend in converting to E-ZPass electronic collections.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls to be uniform in application to all traffic "regardless of the status or character of any Person participating in the traffic." To absolve "locals" of tolls would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls "shall be just and reasonable."
- The Commission's proposed Class 1 passenger vehicle toll rates (\$1.25 for E-ZPass and \$3 for Cash/TOLL-BY-PLATE in 2021) would remain the lowest toll for highway bridge travel between New Jersey and Pennsylvania.
- As for potholes in the vicinity of the Milford-Montague Toll Bridge, the proposed toll adjustment would fund future needed capital projects. One of these is the Milford-Montague Toll Bridge Roadway Repaving Project. If the proposed toll adjustment for 2021 were to be approved, planning for this project could move forward this year with subsequent construction taking place in 2022. In the meantime, maintenance crews will continue to patch potholes when weather conditions allow for such work.

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Coughlin, Brittany	Woodbury Heights, N.J.	Feb. 4 3:37 a.m.	Charge trucks more
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**ONLINE FORM COMMENT: It is ridiculous that this proposal hurts civilians rather than holding companies accountable for the wear they cause. It is expensive enough traveling to philadelphia, raising the already \$5 tolls will all but ensure that I cannot afford to leave my home. Reallocate city budgets to offset the lost toll revenue & stop passing budget control issues to everyday people**

Staff Response:

- Judging from the South Jersey location of this commenter and the reference to a \$5 toll, this individual is confusing the DRJTBC with the DRPA. Her engagement probably springs from a Gannett news services article that appeared in the Courier Post of Cherry Hill, N.J. on Feb. 3.

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Millroy, David	Monroe County, PA.	Feb. 4 1:59 p.m.	Charge trucks more
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**ONLINE FORM COMMENT: As an avid cash user, i find this toll hike absurd! %200 hike**

**at one shot is outrageous as we all are in a pandemic and not bringing in as much income as we did a year ago. paying the same as ez pass would be a fair Compromise. I say NO to the proposed toll hike!**

Staff Response:

- The reason behind the proposed \$3 Cash rate is to have toll rates based on the cost of the respective toll-collection method. Maintaining a toll structure where the same rates apply to E-ZPass and Cash customers results in E-ZPass users shouldering an unfair share of the cost of Cash toll collections. Cash transactions are more expensive to process compared to E-ZPass.
- The need for change is further demonstrated by the ratio of E-ZPass transactions compared to Cash transactions. The Commission's system-wide toll collections have reached the point where 75 percent of transactions are handled through E-ZPass and only 25 percent are by Cash/TOLL-BY-PLATE.
- This \$3 Cash rate is one part of a new two-tier pricing structure prescribed under the proposed toll adjustments. Under this proposed pricing framework, Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists.
- This two-tier pricing framework is the prevailing trend among toll agencies nationally. It is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.

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Arth, Gerald	Lower Makefield Twp., PA.	Feb. 4 2:25 p.m.	Opposes higher tolls amid pandemic & elimination of E-ZPass commuter discount
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**ONLINE FORM COMMENT:** I am writing to oppose the outrageous bridge toll increases being proposed by the DRJBC for the Scudders Falls and other bridges under the guise of the COVID-19 pandemic. See <http://www.drjbc.org/newtolls>. As Lower Makefield Township, Pa. residents and frequent users of the Scudders Falls bridge, my wife and I currently pay a "discounted" commuter rate of \$.75, up from the \$-0- we paid for the first 25 years we have lived in the area. years ago. With 40-50 trips per month, we already pay a significant amount to cross a bridge that is still not finished. The proposed tolls going into effect in 2021 would result in an immediate 25% increase in the discounted rate to \$1; in 2024, the proposed rate would be \$1.50 and would eliminate the commuter discount entirely, an increase of 100% over what we currently pay! This is nothing more than bureaucratic robbery that will cost us and all regular users of the bridges dearly, especially those who live in Pennsylvania but travel to New Jersey regularly for work, shopping and other purposes. The idea that the TEMPORARY economic issues caused by the Covid-19 pandemic justifies huge, PERMANENT rate

**hikes is absurd and has no factual support. Accordingly, I object to the toll increases and ask that they be rejected.**

Staff Response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- The first paragraph of the Commission's press release announcing the toll adjustments is transparent in stating a broader need and purpose than simply the pandemic and related economic recession. The release announced: "proposed system-wide toll adjustments to offset continuing COVID-19-induced toll revenue declines, ensure payment of financial obligations and provide funding for planned capital projects throughout the agency's Pennsylvania-New Jersey service region."
- The press release and subsequent communications – notably the executive director's statement prefacing each toll hearing and posted online – further explain that the proposed adjustment would establish a two-tier system of toll rates, under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with Cash or license-plate-billing collection methods. This pricing framework has been used at the Scudder Falls Toll Bridge since it opened in July 2019.
- These are noteworthy distinctions. The pandemic and economic recession may have been the impetus for having to look at prospective toll adjustments in the first place, but the resulting toll adjustments address other issues that have arisen since the Commission last implemented a system-wide toll adjustment 10 years ago. The proposed adjustments would collectively enable the Commission to fulfill its regional transportation mission for the foreseeable future.
- This type of pricing structure has been in effect at the first-completed span of the Scudder Falls Toll Bridge since it opened in July 2019. Two-tier pricing also is the prevailing trend among toll agencies nationwide.
- The Commission began collecting tolls as soon as practicable at the Scudder Falls Toll Bridge. Had the charging of tolls been postponed until the entire project was completed, the Commission would have faced significantly higher borrowing costs. This, in turn, would have driven toll rates higher than proposed. It also would have indefensibly forced future motorists to cover the costs of motorists who made free use of an improved facility between the time of its opening to traffic and the project's completion.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application. Meanwhile, the Commission's discount actually has come under fire in some quarters because it can be tabulated

and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years. Going forward, the Commission's toll rates would incentivize E-ZPass use.

- If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass Class 1 car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for passenger vehicles. It would still be the lowest highway bridge toll for travel from New Jersey to Pennsylvania.
- Tolling is necessary at the Scudder Falls Toll Bridge to retire the substantial debt service of the 4.4-mile-long Scudder Falls Bridge Replacement Project and to operate and maintain the new facility after construction, as was thoroughly vetted during the project's environmental-assessment phase ending in 2012 and the crossing's subsequent toll-setting phase in 2016.
- The current \$1.25 base E-ZPass toll at the bridge will be unchanged under the proposed 2021 toll adjustment and would continue until on or after January 6, 2024. The recalibrated 20-percent E-ZPass frequent commuter discount – while reduced – would nonetheless further trim the toll to \$1 per trip when applicable.

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Stokes, Tara	Phillipsburg, N.J.	Feb. 5 12:23 p.m.	Bad time to raise tolls
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**ONLINE FORM COMMENT: I am writing you today in reference to the proposed toll adjustments for 2021 and 2024. As someone that commutes the Route 22 (EASTON,PA) and I-78 (EASTON,PA) toll bridges daily for work, I don't believe that the middle of a pandemic when people are out of work or already have taken a pay decrease while still being employed is the right time to put an additional financial burden on commuters. Most of us are on those struggling just to survive, yet alone make it to work each day. I hope that you can reconsider the proposed toll adjustments for 2021 until a later date. Thank you for your time.**

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism.
- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest Class 1 passenger vehicle highway bridge toll rates – E-ZPass or Cash/TOLL-BY-PLATE – between Pennsylvania and New Jersey.

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Radosti, Ananda	Newtown Twp., N.J.	Feb. 6 6:39 a.m.	Divert toll bridge traffic to non-toll bridges
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**ONLINE FORM COMMENT: Removing the commuter discount between Pa and Nj is really not considering the closeness of the two states. There was already a lot of people using the free methods to cross between states. Increasing the tolls is not encouraging any new traffic to the toll bridges. Even with the new bridge at scutters falls there remains a dangerous on ramp while traveling into Nj.**

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that a diversionary spike will occur if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2021, however, will be mitigated by the fact that E-ZPass is now used in 75 percent of the Commission’s toll transactions system-wide. The E-ZPass rate is proposed to rise by only 25 cents in 2021.
- Any motorist diverting from a toll bridge to a toll-supported bridge will encounter a diminished customer experience, including higher fuel consumption, traffic congestion and delays in reaching their destinations.
- The toll-supported bridges do not pay for themselves. The proposed toll adjustments will help fund these “free” alternative river crossings and help keep them in operation.
- Diversion is unlikely to be a factor at the Scudder Falls Toll Bridge because the E-ZPass base rate will remain unchanged at \$1.25 and the TOLL-BY-PLATE rate – which figures in only about 10 percent of transactions – will rise by 40 cents. It’s unlikely that there will be a spike in diversions from toll bridges to non-toll bridges in 2024 because the only rate change will be a 25-cent increase in the Class 1 passenger vehicle toll rate – from \$1.25 to \$1.50.
- The Scudder Falls Bridge Replacement Project, which is on track to be substantially completed by the end of this year, is already providing greatly enhanced throughput of traffic in this formerly heavily congested commuter corridor. Moreover, the project has – or will – eliminate traffic merging situations at interchange ramps on both sides of the bridge through new acceleration and deceleration lanes when the entire dual-span bridge is fully completed later this year.

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Burgess, William	Lower Macungie, PA.	Feb. 6 9:41 a.m.	Bad time to raise tolls Pennsylvania gas tax Opposes \$3 cash rate Mismanagement claim
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**ONLINE FORM COMMENT: I think it's a terrible idea to even think of raising any tolls at this time. You got rid of toll booth workers to save money. We have one of the highest gas tax rates in the U S. Seems you're trying to penalize people because traffic volume is down. Why are you charging more if we don't use ez pass? Looks like to me you've mismanaged money. And you want to strap the bill for it on the backs of the driving public.**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- Tolls are the Delaware River Joint Toll Bridge Commission's ultimate funding source. The agency does not receive a share of state or federal gas tax revenues.
- The proposed \$3 toll rate for Cash transactions is not intended as a punitive measure. Rather, it is part of a two-tier rating structure that would compute tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- The agency's finances are audited every year and the resulting financial statements are posted on the Commission website for public review at any time.
- The Commission has not "gotten rid" of toll booth workers. However, the agency halted new hiring since February 2020 because of diminished funds resulting from the pandemic and the economic recession it induced.
- This commenter may be confusing the DRJTBC with the PA Turnpike, which has converted to all-electronic toll collections that no longer require toll booth attendants.

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Altenbach, Jim	Allentown, PA.	Feb. 6 10:00 a.m.	Where's the money? Force E-ZPass use Will us non-toll routes
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**ONLINE FORM COMMENT:** I just read the Morning Call news article concerning these toll increases and part of the story mentioned the declining revenue in 2020. Duh? People did much less driving in 2020 (hello, that also resulted in less wear and tear on the bridges). The declining 2020 revenue, sure, but what about the tons of revenue throughout the life of these already existing tolls. Where the hell is all that money going to? I didn't, once, see, any revenue numbers that these tolls take in throughout the years and what is really being done with it. I, simply, do not trust you people. You want to increase tolls, force people to purchase E-Z PASS? Several years ago I started using alternate routes to avoid these tolls. I'm not throwing money at a wasteful, inefficient and untrustworthy entity that lacks transparency.

Staff response:

- The Commission's service mission doesn't change in a tough economy. It still must operate 24/7 for commuters, commerce, pedestrians and other travelers. The bridges and roadways must remain open and be maintained. Responsibilities like public safety and security, or plowing and de-icing in winter storms, or collecting tolls to fund operations and pay financial obligations cannot be ignored or shirked.
- As for transparency, the current operating budget, 18 years of annual audits, 15 years of meeting minutes, and 14 years of annual inspection reports are posted and viewable on the Commission website. The 2019 inspection report identifies nearly \$1.6 billion in capital expenditures that has either been completed since 2001, is in the process of execution, or is proposed to be expended in coming years.
- Nobody is forced to use E-ZPass. The proposed increase for Cash transactions is part of a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- It should be noted that this commenter's likely alternate route would involve the Commission's Northampton Street Toll-Supported Bridge between Easton and Phillipsburg. The costs of this non-revenue-generating, low-capacity bridge are covered by the tolls collected at the Commission's eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- Any motorist diverting from a toll bridge to one of the Commission's toll-supported bridges will encounter a diminished customer experience, including higher fuel consumption, traffic congestion and delays in reaching their destinations.
- The proposed toll adjustments help fund these "free" alternative river crossings and help keep them in operation.
- The Northampton Street Toll-Supported Bridge also is slated for a rehabilitation project this year. As with all Commission capital program initiatives, the funding ultimately is made possible by the proceeds of the agency's eight toll bridges.

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Kecherson, John	Lopatcong, N.J.	Feb. 6 10:46 a.m.	Bad time to raise tolls Make cuts Reduce monitors at toll-supported bridges
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**ONLINE FORM COMMENT: I oppose the proposed rate hikes on the bridges. The commission sites a reduction in revenue due to covid as the reason for raiding the tolls. I know several people who have lost their jobs or have had a reduction in pay due to**

**covid. Rising the tolls will only hurt these folks more. The people who have suffered financially due to covid have had to adjust their spending in order to survive. Why doesn't the bridge commission do the same? What is the purpose of the expensive SUV on the Rt. 22 bridge? What is the purpose of not one, but two people staged at each of the free bridges? Cant they be replaced by cameras? It's pretty easy to spend freely when all you need to do is raise tolls to spend other people's money. It is time for the bridge commission to become fiscally responsible.**

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile economic recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- The Commission has taken proactive steps to forestall proposed toll adjustments: job hiring was halted after the Commission's February 2020 meeting; new capital projects were postponed and remain on hold to this day; discretionary spending lines were cut by 10 percent and salaries were frozen in the 2021 operating budget.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity "free" bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution. Many of these toll-supported bridges are weight-restricted. The bridge monitors protect these spans from overweight and oversized vehicles. Cameras can't do the work of stopping, redirecting or detaining non-conforming vehicles.
- The SUV that is often parked in close proximity to Easton-Phillipsburg (Route 22) Toll Bridge is a patrol vehicle that can be used by the scheduled Toll Sergeant, Toll Corporal, or officer in charge (OIC) at that location for accidents, traffic control, and any other incidents. That vehicle's proximity to that tolling point can be a vital time-saving advantage in the event a life-threatening emergency arises at or near the bridge.

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Moreland, Laura	Yardley, PA.	Feb. 6 12:43 p.m.	Supports higher car E-Z toll Proposed truck rates are too high
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**ONLINE FORM COMMENT: I believe the rates charged for travel trailers and 18 wheelers is much too high. The Delaware River Bridge (i295) is one of the few ways across the river for these vehicles and the rate should not be so high as to make it prohibitive. I**



**don't have a problem in increasing the auto charges by \$.25 ok since that is most of the vehicles that cross, with a close second being 18 wheel trucks.**

Staff response:

- Over three years covered under the proposed 2021 and 2024 tolls adjustments, all vehicle-class categories at all eight Commission tolling points would be affected.
- This would be the Commission's first system-wide toll adjustment in 10 years.
- Commercial traffic has been paying its proportionate share of tolls under toll adjustments implemented in 2002-03, 2007 (Class 1 passenger vehicles were unchanged that year), 2011, and 2016 (Scudder Falls only). The proposed per-axle rate changes for commercial vehicles maintain this spread of costs among different vehicle classes.
- To absolve one class of toll bridges (Class 1 passenger vehicles) users at the expense of others (Class 2 vehicles and above) would run afoul of the federal requirement that tolls "shall be just and reasonable."
- The proposed toll adjustments to trucks and other commercial vehicles are modest. The Commission would still maintain its competitive edge for movements of overland freight across the Delaware River.

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Wineberg, David	Milford, PA.	Feb. 6 1:23 p.m.	Don't spend on landscaping Spend on roads
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**ONLINE FORM COMMENT: I can only speak to the Milford-Montague Bridge across the Delaware River. It is a horror of potholes, deep and sharp. It would be great if we could zigzag around them, but the lanes are so narrow you're not even allowed to ride a bicycle across the bridge. So we must run through the potholes, at night, blindly. And yet, there is a vast expanse of artificial lawn, constantly manicured for no reason at all. A total and complete waste of money. A perfectly natural forest was cleared away, and now there are acres of useless, unnatural lawn which no one is allowed to use. Oh, and a flower arrangement spelling out DRJTBC to puzzle drivers, who have absolutely no use for that information, or even smell the flowers. What with only one toll booth manned any more, I would guess the landscaping crew vastly outnumbers the toll bridge crew. It is disgraceful that monies are not being spent on the roads, but they are being wasted on landscaping, of all things. Before you raise the toll 25%, it behooves the commission to rationalize its budget to stop wasting toll receipts on useless gardening and apply some of them to repairing the roads you collect the money for. Without all the landscaping, pesticides and fertilizer, I feel confident no toll increase would be necessary. It's a bridge, not an endless golf green**

Staff response:

- Ending landscaping would not generate the appreciable sums needed to address the losses of revenue encountered since the start of the pandemic and the economic recession it induced.
- The Commission is cognizant of the aging roadway surfaces in the vicinity of the Milford-Montague Toll Bridge. The support documentation posted for the proposed toll adjustment lists a variety of capital projects that could be funded by the resulting increased toll revenues. One of these is the Milford-Montague Toll Bridge Roadway Repaving Project. If the proposed toll adjustment for 2021 were to be approved, planning for this project could move forward this year with subsequent construction taking place in 2022. In the meantime, maintenance crews will continue to patch potholes when weather conditions allow for such work.

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Hinkel, Michael	Phillipsburg, N.J.	Feb. 6 3:43 p.m.	Open your books
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**ONLINE FORM COMMENT: Ever since i was a boy and the told was dime I remember my mother telling me it was just another tax on an already overtaxed system.She was right. Lets see the total breakdown of the costs to run and maintain these bridges and the REAL number of vehicles using them. Open your books.**

Staff response:

- The following items are posted and viewable on the Commission website [www.drjtbc.org](http://www.drjtbc.org):
  - 18 years of annual audits.
  - 15 years of meeting minutes, each respective edition of which contains monthly traffic and revenue data.
  - 14 years of annual inspection reports that identify nearly \$1.6 billion in capital projects and expenditures that have been completed since 2001, are in the process of execution, or are proposed to be expended in coming years.
  - The current operating budget.

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Smith, Philip	Lower Makefield Twp. PA.	Feb. 6 4:27 p.m.	Toll increase exceeds current inflation rate Charge less for local drivers
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**ONLINE FORM COMMENT: I object to the proposed increase in tolls, as the percent increase is much higher than the rate of inflation (currently close to zero - check the Fed). This is patently ridiculous. Also, as a resident of a township that actually borders the Scutter's falls bridge (I live 200 yards away from the bridge), there should be a hardship clause that gives a reduced rate for those that live in close proximity to the bridge and have to use the Bridge for daily life activities such as shopping, kid activities, etc. Commuters and longer range travelers should foot the bill for the vast majority of**

**the tolls as they are the reason the bridge needing expanding and requires ongoing maintenance. Local travel accounts for a minuscule amount of road traffic.**

Staff response:

- The Commission has not had a system-wide toll adjustment in 10 years.
- The Class 1 passenger vehicle E-ZPass toll at the Scudder Falls Toll Bridge will remain at \$1.25 under the proposed toll schedule for 2021. This toll would increase 25 cents under the proposed toll schedule for 2024.
- The Commission assesses tolls based on a vehicle's profile (height) and number of rolling axles. A driver's residency does not enter into the equation.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls be applied "regardless of the status or character of any Person participating in the traffic."
- The Scudder Falls river crossing is and always has been a commuter crossing. There is very little long-distance traffic. Commercial vehicle traffic accounted for only 8 percent of traffic in 2020. By contrast, Class 1 passenger vehicles accounted for 92 percent of traffic.
- The Scudder Falls Toll Bridge is primarily a commuter crossing and area residents are therefore the primary beneficiaries of the bridge project and its many other regional transportation improvements; to absolve them of tolls while charging others a higher toll would run afoul of the federal requirement that tolls "shall be just and reasonable."

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Shaffer, Matthew	Washington Crossing, PA.	Feb. 6 5:19 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: It is irresponsible and reprehensible that a toll hike is being considered. The old bridge could have been fixed and a lane added for much less than the cost of the new bridge. In addition the Commission could have solicited business from additional companies, some of which that use less expensive labor to lower the cost of the bridge. Renegotiate with the construction firm or find another way to raise revenue, but soaking citizens this soon is disgusting.**

Staff response:

- NOTE: Although it is unclear, this commenter apparently is making references to the Scudder Falls Bridge Replacement Project.
- The pandemic and the economic recession it induced is the reason why the Commission finds it necessary to seek a system-wide toll adjustment at this time.
- The proposed toll adjustments are less impactful at the Scudder Falls Toll Bridge compared to the other seven toll bridges in the Commission system. This is due to the fact that the Scudder Falls Toll Bridge toll schedule was established in 2016 and the other seven toll bridges have not been subjected to a toll adjustment in 10 years.

- The former Scudder Falls Bridge was a heavily congested, accident-prone commuter crossing. Built in 1959, the bridge was classified as “functionally obsolete” due to capacity limitations, poor roadway geometry and safety concerns. The idea of adding a lane to the bridge – even if that were to somehow be possible -- would not have addressed the old bridge’s significant deficiencies nor address the many other issues in the 4.4-mile project area of the current project.
- The former bridge was similar in design to the former Mianus River Bridge along I-95 in Connecticut. That bridge collapsed in 1983, killing three people and injuring three others. Like the Mianus Bridge, the former Scudder Falls Bridge had a failure-prone system of pin-and-hanger connections and lacked redundancy in its system of primary support girders. This design prohibited widening. (Note: In 1991, under a Commission contract, an auxiliary support system was installed at each pin-and-hanger location on the Scudder Falls Bridge and drainage troughs were installed at each expansion tooth along the bridge’s deck. These steps were initiated to prevent a Mianus-like collapse.)
- The notion of widening the former Scudder Falls Bridge was dismissed during the nearly-10-year environmental documentation process for the current Scudder Falls Bridge Replacement Project, culminating in the issuance of a pivotal Finding of No Significant Impact from the federal government in 2012.
- The project is in its last full year of construction, which began in 2017, the result of a public works contract low bid. It is not negotiable, especially after 80 percent completion.

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Clark, David	Catasauqua, PA.	Feb. 6 5:21 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: Sir, to begin the loss of revenue is due to the covid-19 virus, people are making less trips and many businesses cut back their workforce. When the country recovers I doubt you will roll back the rate hikes. What I suggest is revamping the whole bridge commission. The pay rates for the top peopole working there is too excessive and the number of jobs in the higher administration needs some weening out. Time to clean house and then determine the cost of running the bridges. David Clark**

Staff response:

- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission has taken proactive steps to forestall proposed toll adjustments: job hiring was halted after the Commission’s February 2020 meeting; new capital projects were postponed and remain on hold to this day; discretionary spending lines were cut by 10 percent and salaries were frozen in the 2021 operating budget.

- The Commission must operate 24 hours a day, seven days a week. It has eight toll bridges and 12 non-revenue-generating low-capacity bridges that are funded by a share of the toll proceeds collected at the toll bridges. The agency also has 73 lane miles of road surface, 34 short-distance approach bridges (overpasses or viaducts) and various other maintenance and operational facilities. Additionally, the Commission has responsibilities like public safety and security, plowing and de-icing in winter storms, and collecting tolls to fund operations and pay financial obligations. The agency consists of much more than eight toll bridges.

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Leach, Jim	Milford, PA.	Feb. 7 7:49 a.m.	Milford-Montague Toll Bridge comment
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**ONLINE FORM COMMENT: Speaking solely about the Milford montague bridge. No doubt the same program of maintenance exists elsewhere. Stop with the excessive amount of landscaping grass cutting and that absurd “initialism” on the New Jersey side.**

Staff response:

- This individual’s comment pertains to an operations matter at the Milford-Montague Toll Bridge and not the proposed toll adjustments.

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Stalter, Ann	Berks County, PA.	Feb. 8 1:50 p.m.	Opposes truck adjustments
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**ONLINE FORM COMMENT: Why is it always the trucking industry footing the majority of these increases? I am ashamed to see that PA and NJ Government feel the need to create additional burdens on their residents and trucking commerce. In case they were unaware, NO ONE has cash floating around the cover these added costs since they shut down the economy and made it illegal for people to work. Last year this time, the truck industry was a hero for keeping food on the shelves. This year, they should be quiet and pay more tolls. Ultimately, the federal government is issuing stimulus payments, and the state level feels the need to take it away. Until they can prove where all the extra fuel taxes are going that the transportation industry already pays to care for the roadways, I whole-heartedly disagree with these added bridge tolls.**

Staff response:

- The trucking industry is not footing the majority of increases under the proposed toll adjustments. Quite the contrary.
- The Commission did not receive any funding from the 2020 federal CARES Act stimulus program.
- To absolve trucks from any toll adjustments would require charging passenger vehicles even higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”

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Summers, Steven	Elizabethville, PA.	Feb. 8 3:34 p.m.	Opposes truck adjustments
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**ONLINE FORM COMMENT: Our company has been operating since 1961. Most of our trips are in Pennsylvania and New Jersey. We are being overburdened with toll increases from the turnpikes in New Jersey and Pennsylvania. Ours like most trucking companies have very thin profit margins and really do not have a way to get increases from our customers to cover toll increases they just don't want to hear it. We use BestPass and get discounts when applicable. With that said I am not in favor of the toll increase on bridges. Thank You for your time. Steven C. Summers**

Staff response:

- The Bridge Commission is not directly affiliated with either the New Jersey Turnpike or the Pennsylvania Turnpike.
- The trucking industry is not footing the majority of increases under the proposed toll adjustments. Quite the contrary.
- To absolve trucks from any toll adjustments would require charging passenger vehicles higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”

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McCole, Frances	Blairstown, N.J.	Feb. 8 11:03	Bad time to raise tolls
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**ONLINE FORM COMMENT: Are you kidding! People are being hit from every direction, no jobs, food and gas going up, now tolls.**

Staff response:

- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.

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Fierro, Mark	Springfield, Virginia	Feb. 9 6:20 a.m.	Opposes cash toll adjustment
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**ONLINE FORM COMMENT: No, the reason for raising these tolls, often by more than**

**100% is nonsensical. Even if using the rate of inflation since 2011 the increase still would be nowhere near that high. This would cause more financial stress to people who rely on these crossing, or use the from time to time like myself. Reject these increases as it has already been shown that traffic is returning to normal mostly. Unfortunately I believe this board will probably ignore this and do it anyway to grab more of people's money, ignoring the comments against this.**

Staff response:

- This apparently applies to the Class 1 passenger vehicle Cash toll, which is proposed to rise from the current \$1 rate to a \$3 rate.
- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change reflects that cost, thereby relieving E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers represent 75 percent of toll payers system-wide.
- The proposed toll adjustments would make changes to every vehicle class. The proposed adjustments are based on a new two-tier rating structure that would base tolls according to costs associated with each respective collection method. While the percentage of the proposed increases vary among each vehicle class and payment method, the costs of running, maintaining and improving the Commission's transportation system would be spread among all payers. This conforms to the federal requirement that tolls "shall be just and reasonable."

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Mariano, Martin	Northampton, PA.	Feb. 9 10:27 a.m.	Opposes truck adjustments
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**ONLINE FORM COMMENT: I am in the trucking business and its impossible to get our customers to increase rates based on the small changes in toll rates If you needed to charge tolls why didn't you have them at the correct rate the first time. Why would tolls increase when traffic is down and less weight is hauled to cause road repairs. These tolls are costing the actual cost of living to go up and to travel across states lines makes things even more difficult to afford and conduct business**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.

- The proposed toll adjustments to trucks and other commercial vehicles are modest. The Commission would still maintain its competitive edge for movements of overland freight across the Delaware River.

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Muskey, Joseph	S. Abington, PA.	Feb. 9: 2:39 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: THERE SHOULD BE NO TOLL INCREASE. WE PAY MORE THAN ENOUGH NOW.**

Staff response:

- As a total toll schedule, the Commission would continue to have the lowest highway bridge toll rates between New Jersey and Pennsylvania if the proposed adjustments get implemented.

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Gasparetti, Thomas	Easton, PA.	Feb. 9 3:34 p.m.	Opposes \$3 cash toll Bad time to raise tolls "No improvements" at Easton-Phillipsburg bridges in last 10 years Unsubstantiated claims about Scudder Falls project
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**ONLINE FORM COMMENT: The proposed commuter tolls are beyond ridiculous, for a 300% increase! If your claim is the pandemic has caused a drop in the tolls collection, please be reminded the pandemic is temporary. Additionally, I have seen little to no improvements to the Pburg/Easton bridges in the past decade - but what I have seen is 9 out of 10 cars exceeding speed limits by 2x or more - set up your electronic scanners and fine these drivers instead. I truly believe you are trying to recover your losses for the Scudder Mills bridge. Well, if you can't afford, it shouldn't have been built in the 1st place. Treat each bridge as its own cost center, and manage your costs accordingly. It's not our problem that your costs aren't contained. I'll propose for \$1.50, which is 3% compounded for 15 years from 2011 (the date of your last increase), so that'll be in line with CPI and you'll be good for 5 more years. If you wish to keep it a round \$2, then there should be no increases until 2035 using the same 3% compounded model. Thank you for your consideration**

Staff response:

- This comment apparently applies to the Class 1 passenger vehicle toll, which is proposed to increase from \$1 to \$3.



- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change reflects that cost, thereby relieving E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers represent 75 percent of toll payers system-wide.
- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- In the past 10 years, there have been multiple projects at and in the vicinity of the I-78 Toll Bridge and the Easton-Phillipsburg (Route 22) Toll Bridge. These projects can be found among those listed on pages 10 to 13 of the Annual Inspection Reports on the Commission website: [http://www.dritbc.org/wp-content/uploads/2019\\_Bridge\\_Inspection\\_Report.pdf](http://www.dritbc.org/wp-content/uploads/2019_Bridge_Inspection_Report.pdf). The projects include:
  - Easton-Phillipsburg Toll Bridge Rehabilitation (\$30 million);
  - I-78 Toll Bridge PA Approach Paving Improvements (\$16.5 million);
  - I-78 Approach Bridges and Slabs Rehabilitation (\$13.1 million);
  - I-78 Welcome Center and Maintenance Garage Improvements (\$11.6 million);
  - I-78 Open Road Tolling (Express E-ZPass lanes conversion) (\$8.6 million);
  - I-78 Roadway Median Improvements – New Jersey (\$1.5 million);
  - Easton-Phillipsburg Toll Bridge Ramp C Slope Stabilization (Phillipsburg) (\$1.4 million);
  - I-78 Roadway Median Improvements – Pennsylvania (\$493,000).
- A website document -- [http://www.dritbc.org/wp-content/uploads/projects\\_doc\\_2021-2026\\_PDF-1.pdf](http://www.dritbc.org/wp-content/uploads/projects_doc_2021-2026_PDF-1.pdf) -- posted for this proposed toll adjustment includes a series of new projects that would be funded through resulting increased toll proceeds (if approved). They include:
  - Northampton Street Bridge (Easton-Phillipsburg) Toll-Supported Bridge Rehabilitation (\$18.5 million) slated to begin this year;
  - Cleaning & Painting of the I-78 Toll Bridge’s Twin Spans (\$9.8 million) for 2023-24; and
  - I-78 New Jersey Roadway Milling and Repaving (\$28.5 million) for 2024-25.
- The proposed toll adjustments are not due to “losses” at the Scudder Falls Toll Bridge.
- The commenter’s suggestion to “treat each bridge as its own cost center” is contrary to the mission and federal Compact under which the Commission operates. For example, the Northampton Street Toll-Supported Bridge, which does not generate revenue wouldn’t have the funds available to operate, maintain, and rehabilitate the crossing. The Delaware River Joint Toll Bridge Commission was created by the State of New Jersey and the Commonwealth of Pennsylvania for the convenience of the respective states to provide an essential interstate flow of traffic and commerce. The Commission’s mission is much broader than the eight toll bridges, and the 12 toll-supported bridges are evidence of that.

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McCall, Patricia	Knowlton, N.J.	Feb. 9 5:10 p.m.	Charge less for local drivers
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**ONLINE FORM COMMENT: I would like the commission to please take into consideration the people that live near these crossings. I would like to see a reduced rate for people that use the Columbia/ Portland bridge that live within 10 miles of the bridge. Due to the rural area in NJ many residents use this bridge to do their shopping in PA. It would be a huge burden on us to have to pay an increase to do our shopping.**

Staff response:

- The Commission assesses tolls based on a vehicle's profile (height) and number of rolling axles. A driver's residency does not enter into the equation.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls be applied "regardless of the status or character of any Person participating in the traffic."
- The vast majority of the Commission toll bridges are primarily used by commuters and area residents. They are the primary beneficiaries of the multiple improvement projects that have been conducted at these river crossings since 2001 and that are slated to be conducted through funding arising from the proposed toll adjustment. To reduce tolls for local residents while charging others a higher toll would run afoul of the federal requirement that tolls "shall be just and reasonable."

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Landon, Ronald	Phillipsburg, N.J.	Feb. 10 7:35 a.m.	Divert toll bridge traffic to non-toll bridges
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**ONLINE FORM COMMENT: As safety manager for Easton Coach of Warren County, I can see a nasty increase of the already horrible traffic at rush hour of people using the "free bridge" from S Main St in Phillipsburg NJ to Easton to avoid the \$1 toll. With a \$3 toll there will be a complete daily nightmare of NJ working PA residents.**

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that a diversionary spike will occur if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2021, however, will be mitigated by the fact that E-ZPass is now used in 75 percent of the Commission's toll transactions system-wide. The E-ZPass rate is proposed to rise by only 25 cents in 2021.
- Any motorist diverting from a toll bridge to a toll-supported bridge will encounter higher fuel costs, traffic congestion and delays in reaching their destination.

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Barber, Ronald	Glen Gardner, N.J.	Feb. 10 10:38 a.m.	Bad time to raise tolls Cut operating costs Opposes \$3 cash toll
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**ONLINE FORM COMMENT: I believe this increase at this time will add further hardship our economy. I also believe more cuts in overhead should be looked at again. With the addition of fast pay lines personal should be adjusted. It also seems that you have a large fleet of equipment and I notice most that I see looks to be Fairley new. perhaps their are opportunities within your fleet of motorized vehicles to cut and reduce. With that said I feel every department should be asked to contribute a cost savings within their operating budgets. A \$3.00 increase on cars is a another hardship on family's trying to stay above water.**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission took proactive steps to forestall proposed toll adjustments: job hiring was halted after the Commission's February 2020 meeting; new capital projects were postponed and remain on hold to this day; discretionary spending lines were cut by 10 percent and salaries were frozen in the 2021 operating budget.
- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Barends, Brian	Washington Boro, N.J.	Feb. 10 1:47 p.m.	Opposes adjustment Cut budget
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**ONLINE FORM COMMENT: I am writing to inform you that I am 100% against ANY toll increases. How about budget CUTS? Stop doing work in areas not belonging to DRJTB Sell your FREE cars and cut that Cadillac Heath insurance and other perks.....cut your Labor and start at the TOP Increasing tolls is just another MIDDLE class TAX HIKE**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued

through the first two months of 2021. Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.

- The Commission took proactive steps to forestall proposed toll adjustments: job hiring was halted after the Commission's February 2020 meeting; new capital projects were postponed and remain on hold to this day; discretionary spending lines were cut by 10 percent and salaries were frozen in the 2021 operating budget.

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Scully, Tamara	Columbia, N.J.	Feb. 11 12:16 p.m.	Charge less for local drivers Various unfounded accusations
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**ONLINE FORM COMMENT: It is outrageous that residents of neighboring communities, who must travel the toll bridges in the course of LOCAL activities, are being charged higher rates to do so. We are regular users, just to get to stores, friends, activities, work, worship, etc. While discounted rates for multiple trip users are appreciated, many of us do not qualify for that, yet make numerous trips each month. ALSO: when the COMMISSION is making such ABSURD profits, how does it make sense to raise the rates? You are not broke! Not even close. Please justify your greed to everyone who travels out of NJ....It's not like there are many other options for getting across the river. BUT THERE SHOULD BE.**

Staff response:

- The Commission assesses tolls based on a vehicle's profile (height) and number of rolling axles. A driver's residency does not enter into the equation.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls to be applied "regardless of the status or character of any Person participating in the traffic."
- The vast majority of the Commission's toll bridges are primarily used by commuters and area residents. They are the primary beneficiaries of the multiple improvement projects that have been conducted at these river crossings since 2001 and that are slated to be conducted through funding arising from the proposed toll adjustment. To reduce tolls for local residents while charging others a higher toll would run afoul of the federal requirement that tolls "shall be just and reasonable."
- The Commission is a bi-state government agency. It is not a business, as described by the commenter.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.

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Diegel, Robert	Emmaus, PA.	Feb. 11 7:32 p.m. PHONE	Opposes adjustment
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**TELEPHONE ANSWERING SERVICE CALL: My name is Robert - R. O. B. E. R. T. - Diegel - D. I. E. G. E. L. I live in Emmaus Pennsylvania. I'm calling about the rate increase. I understand it may be necessary. But what my concern is is once the need is met for the increase, would there be the removal of that increase back to the original rates? Somehow I don't know that that happens at any time when there is a rate. So, take that into consideration and look to getting the job taken care of but then also eliminating the rate increase once that's done. Thank you very much.**

Staff response:

- In a few rare instances, the Commission has authorized limited downward toll adjustments since its creation 86 years ago.
- The current proposed toll adjustment is needed to address the current financial realities arising from changing travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism.
- In the development of this toll adjustment, it was determined that the Commission's toll rating structure should be changed systemically to a two-tier rating structure in which rates would be based on the method of payment a motorist chooses to use for paying his/her respective toll. Under this pricing method, lower rates are assigned to E-ZPass transactions, which are less costly to collect, and higher rates assigned to TOLL-BY-PLATE and Cash transactions, which are more expensive to collect.
- This two-tier structure, if approved, would be considered a permanent toll-pricing methodology going forward.
- As for a prospective rollback of a toll rate in one or more vehicle classes, the Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when setting rates system-wide 10 years ago. Variables include – but are not limited to – the evolving pandemic, the rise and transmission of coronavirus variants, the efficacy and availability of vaccines, the strength and duration of economic recovery, and traffic growth to a point that could even allow for consideration of a downward toll adjustment.

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Warren, Rep. Perry PA 31 <sup>st</sup> Legislative District	Yardley, PA.	Feb. 12	Bad time to raise tolls Question on future toll adjustments
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**ONLINE FORM COMMENT:**

**The Commission received a letter dated February 12, 2012 from PA Rep. Perry Warren to be made part of this public comment record. It is copied to the following report pages without staff comment:**

PERRY WARREN, MEMBER  
51ST LEGISLATIVE DISTRICT  
27B EAST WING  
P.O. BOX 202031  
HARRISBURG, PENNSYLVANIA 17120-2031  
(717) 787-5475

91 S. MAIN STREET  
YARDLEY, PENNSYLVANIA 19067  
(215) 493-5420  
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REPWARREN@PAHOUSE.NET



House of Representatives  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

COMMITTEES

ENVIRONMENTAL RESOURCES  
& ENERGY  
HUMAN SERVICES  
INSURANCE  
LOCAL GOVERNMENT  
TRANSPORTATION

MEMBER

SOUTHEAST DELEGATION,  
VICE CHAIRMAN

Feb. 12, 2021

Joseph Resta  
Executive Director  
Delaware River Joint Toll Bridge Commission  
1199 Woodside Road  
Yardley, PA 19067

Re: System-Wide Toll Adjustments Proposed for 2021 & 2024

Dear Mr. Resta:

I represent House District 31, the communities of Lower Makefield Township, Morrisville, Newtown Borough, Newtown Township and Yardley. Thank you for sending notice of the Delaware River Joint Toll Bridge Commission's proposed two-stage system-wide toll adjustments and for scheduling both a comment period and three public hearings on the toll adjustment.

As you know, two toll bridges connect my district to New Jersey. The Scudder Falls Bridge began tolling only in 2019, and now a toll increase is proposed even before the second span of the bridge is completed. The proposal will increase the least expensive Trenton-Morrisville bridge toll option by 25% in 2021 and a total of 50% in 2024.

Most notably, the imposition of a toll increase at this time, with the community and the world in the throes of the pandemic, adds to the financial struggles being faced by so many of our residents and it seems paradoxical that the proposed toll increase is attributed in part to the lessened demand.

Further, I note that, particularly with a cashless system, tolls do not have to be increments of 25 cents. EZPass and toll-by-plate can accommodate different (lesser) toll amounts without having to stock dimes, nickels and pennies. Perhaps if a toll adjustment is warranted now or in the future, it could be in an increment of less than a quarter.

Finally, I hope that these proposed toll adjustments do not portend of a future of frequent substantial toll increases on the DRJTB bridges similar to the annual Pennsylvania Turnpike toll increases.

I ask that the Commission consider these comments, in addition to those comments you surely will receive from our residents, in determining whether, when and at what amount these proposed toll adjustments are implemented. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Perry Warren', with a long horizontal stroke extending to the right.

Perry Warren

CC: Commissioners

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Gillespie, Andrew	Northampton County, PA.	Feb. 12 11:41 a.m.	Opposes adjustment
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**ONLINE FORM COMMENT: Middle class and working class commuters cannot afford a rate increase like this. Please reconsider.**

Staff response:

- The Commission assesses tolls based on a vehicle's profile (height) and number of rolling axles. A driver's economic class does not enter into the equation. The Commission's Trust Indenture requires that tolls be applied "regardless of the status or character of any Person participating in the traffic."
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.

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Taylor, Kathy	Phillipsburg, N.J.	Feb. 13 2:29 p.m.	Bad time to raise tolls Opposed \$3 cash toll
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**ONLINE FORM COMMENT: Ludacris to triple the toll bridges over the Delaware River into Pennsylvania. Why would you do this in these economic times? Pandemic is still with us, many people are struggling to get by,, jobs are decreasing daily, gas prices have gone up 18% in the last 3 weeks. 2011 you raised the toll .25\$ and now a \$2.00 increase.? Not like the bridge commotion doesn't make enough money to cover their costs, you poured how much into the streets of Phillipsburg, NJ to beautify it for what, I do not see any benefits as a result of that project. Point is money wasted did not bring commerce and will not until politicians clean up the area which they are not. Toll increase of this magnitude is unwarranted and insult to injury at this time.**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the



Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Gleavy, John	Newtown, PA.	Feb. 14, 10:25 a.m.	Keep commuter discount Toll bridge traffic will divert
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**ONLINE FORM COMMENT: Do not remove the commuter discount. It is not remotely acceptable for this to even be a proposal. The only reason the Scudder Falls Bridge proposal passed was because of reassurances that the commute will be significantly more affordable compared to neighboring toll commissions. It is completely unacceptable for this to be removed and will result in even more increased traffic on neighboring toll-free bridges (such as Washington Crossing Bridge).**

Staff response:

- The Scudder Falls Toll Bridge toll schedule that the Commission approved in 2016 did not pass “because of reassurances that the commute will be significantly more affordable compared to neighboring toll commissions.”
- If the proposed toll adjustment schedules for 2021 and 2024 were to be approved, the Scudder Falls Toll Bridge base E-ZPass rate would remain at \$1.25 until on or after January 6, 2024, when it is proposed to be increased to \$1.50.
- This motorist, however, would be immediately affected by a proposed 50-percent reduction in the Commission’s frequency-based E-ZPass commuter discount – from 50 cents savings to 25 cents savings (retroactively applied per trip when eligibility requirements are met). This discount is further proposed to be completely eliminated in 2024, when – as previously cited -- the base toll rate would simultaneously rise by 25 cents to \$1.50.
- It must be noted that staff originally conceived this \$1.50 toll rate to be implemented in 2021, but decided to phase in the increase over three years to 2024 after further deliberations. Even if the \$1.50 toll were to have been implemented this year with an immediate elimination of the commuter discount program, the Commission’s passenger vehicle E-ZPass rate would still be the lowest highway bridge toll for travel from New Jersey to Pennsylvania.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application. Meanwhile, the

Commission's discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the proposed toll adjustment calls for phasing out this nearly 20-year-old program over the next three years.

- Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for passenger vehicles.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at some toll crossings if the proposed toll adjustments were to be approved and implemented. The severity of diversions at Scudder Falls in 2021, however, will be mitigated by the fact that E-ZPass is used in 90 percent of Class 1 passenger vehicle toll transactions at that location, a frequency-based 20 percent discount is proposed to remain in effect until 2024, and the closest non-toll alternative is 2.5 miles upstream and is the narrowest vehicular bridge in the Commission's system.
- Motorists diverting from the Scudder Falls Toll Bridge to a toll-supported bridge will encounter higher fuel costs, traffic congestion and delays in reaching their intended destinations.

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Poland, Shaun	Hopatcong, N.J.	Feb. 14 4:29 p.m.	Opposes toll rate for gooseneck, 5 <sup>th</sup> -wheel
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**ONLINE FORM COMMENT: Why is it that it costs me as much as a semi truck to bring my private camper which is a fifth wheel across the bridge. But a tag along trailer is basically the cost of two cars. You need to make it so that private coaches are all the same. Register the listened plate as private is an option. There are plenty of tag alongs that weigh more than my fifth wheel. There needs to be some sort of change for the private coach. Make them all the same.**

Staff response:

- The Commission's in-lane toll collection system classifies vehicles by profile (height) and number of axles. The Commission's policy of classifying vehicles by profile and axles dates back to December 2002 and is consistent with the practices of numerous other toll agencies.
- Whether a vehicle configuration is privately owned or commercially owned has no bearing on classification for toll-assessment purposes.
- The commenter does not state what the lead vehicle is in this configuration, but many pickup truck owners outfit their vehicles with fifth-wheel/gooseneck apparatus to haul campers, recreational trailers, multi-car carriers and other long trailers across Commission toll bridges. The profile of such vehicle configurations – a Class 1 passenger vehicle (two axles) outfitted with a fifth wheel/gooseneck and hauling a two-axle camper/trailer eight-feet or above in height – are the equivalent of Class 4 four-axle commercial vehicle.

- The current rate for this configuration is \$16 E-ZPass/Cash or an off-peak discounted rate of \$14.40 if the transaction is recorded between 9:01 p.m. and 5:59 a.m. The proposed toll rates for this transaction in 2021 would be \$18 for E-ZPass and \$20 for Cash.
- The manner in which recreational vehicle combinations and fifth-wheel/gooseneck combinations are assessed was re-affirmed during the 2016 toll-setting process that established a toll schedule for the Scudder Falls Toll Bridge.
- This assessment process and classifications of fifth-wheel/gooseneck trailers that are eight-feet or above in height is not being changed under the proposed toll adjustments for 2021 and 2024.

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Kelchner, George	Harmony, N.J.	Feb. 15 7:47 a.m.	Opposes toll rate for gooseneck, 5 <sup>th</sup> -wheel
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**ONLINE FORM COMMENT: We have a pickup with a fifth wheel RV. We don't make money using your bridge so why are we paying a commercial rate?**

Staff response:

- The Commission's in-lane toll collection system classifies vehicles by profile (height) and number of axles. The Commission's policy of classifying vehicles by profile and axles dates back to December 2002 and is consistent with the practices of numerous other toll agencies.
- Whether a vehicle configuration is privately owned or commercially owned has no bearing on classification for toll-assessment purposes.
- The profile of a Class 1 passenger vehicle (two axles) outfitted with a fifth wheel/gooseneck and hauling a two-axle camper/trailer eight-feet or above in height – is the equivalent of Class 4 four-axle commercial vehicle.
- The current rate for this configuration is \$16 E-ZPass/Cash or an off-peak discounted rate of \$14.40 if the transaction is recorded between 9:01 p.m. and 5:59 a.m. The proposed toll rates for this transaction in 2021 would be \$18 for E-ZPass and \$20 for Cash.
- The manner in which recreational vehicle combinations and fifth-wheel/gooseneck combinations are assessed was reaffirmed during the 2016 toll-setting process that established a toll schedule for the Scudder Falls Toll Bridge.
- This assessment process and classifications of fifth-wheel/gooseneck trailers that are eight-feet or above in height is not being changed under the proposed toll adjustments for 2021 and 2024.

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Hayford, Bill	Nazareth, PA.	Feb. 15 4:31 p.m.	Opposes toll rate for gooseneck, 5 <sup>th</sup> -wheel Cut operating budget
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**ONLINE FORM COMMENT: As a business owner traveling 6 to 7 days a week over the phillipsburg bridges. This toll hike is ridiculous. I pull a 2 axle trailer behind a dually pickup and have to pay 16.50 now. Never could understand where those fees came from being It's two wheels (dually)not another axle!! How can I justify raising my customer prices that much to cover toll fees? Maybe some cutbacks need to be looked at and**

**done in the commission. I can see .10 cents per vehicle which would cover more than enough with all the traffic , but this rate increase will hurt many people.**

Staff response:

- Although it's not stated, it appears this commenter uses a dual rear-wheel pickup truck outfitted with a gooseneck/fifth-wheel hitch to pull a two-axle trailer eight feet or above in height. That would make the combined configuration the equivalent of a 4-axle commercial vehicle. The current rate for this configuration is \$16 E-ZPass/Cash or an off-peak discounted rate of \$14.40 if the transaction is recorded between 9:01 p.m. and 5:59 a.m. The proposed toll rates for this transaction in 2021 would be \$18 for E-ZPass and \$20 for Cash.
- As for cutbacks, the Commission took proactive steps to forestall proposed toll adjustments: job hiring was halted after the Commission's February 2020 meeting; new capital projects were postponed and remain on hold to this day; discretionary spending lines were cut by 10 percent and salaries were frozen in the 2021 operating budget.

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Grossman, Michael	White Township, N.J.	Feb. 16 10:37 a.m.	Opposes \$3 Cash toll
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**ONLINE FORM COMMENT: A 300% increase in tolls is completely unjustified. What are you thinking!**

Staff response:

- The highest proposed toll adjustment is from \$1 to \$3 for Class 1 passenger vehicle drivers who pay with Cash.
- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Ashton, Lawrence	Warren, N.J.	Feb. 16 1:10 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: I remember comments made by DRJTBC in the 60's regarding the Delaware Water Gap bridge that when it was paid off there would be no more tolls. Of course we know how Politicians lie to the public! I would like to see this being truth. That bridge has been paid off many times over!**

Staff response:

- This comment does not pertain to the proposed toll adjustments for 2021 and 2024.
- The commenter apparently is making reference to a Memorandum of Understanding and Agreement (MUA) that the Commission entered into with the federal government and the states of Pennsylvania and New Jersey in 1968. Under that agreement, the Delaware Water Gap (I-80)

Toll Bridge was to become a tax-supported bridge after retirement of the bridge’s construction bonds at some point in the late 1980s or early 1990s. Under this MUA, the states would have had to increase the annual subsidies they previously provided to the Commission to operate the network of tax-supported bridges then owned by the two states.

- The fact of the matter is the states sought to change this envisioned arrangement as early as 1975. In 1985, they entered into an agreement to have the Commission continue its tolling of the Delaware Water Gap Toll Bridge.
- The latest supplemental agreement to the Commission’s Compact – approved statutorily by the two states in 1985 and 1986 and by Congress under the Compact Clause of the U.S. Constitution in 1987 – contains the following text: “The authority of the Commission to fix, charge, and collect fees, rentals, toll or any other charges on the bridges within its jurisdiction, including the bridge at the Delaware Water Gap, is confirmed.” This is the preeminent law that the Commission must follow.
- The bridge at the Delaware Water Gap has not been paid off many times. As at any other Commission toll bridge, subsequent toll collections have helped to fund multiple projects at that location. These include – but are not limited to – approach roadway improvements, the Open Road Tolling (Express E-ZPass), and at least two major rehabilitations. The last rehabilitation alone cost \$17.6 million and was completed in 2011. The bonds for this and other major capital projects are still being paid.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.

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O’Rourke, Dan	Upper Mount Bethel, PA.	Feb. 16 1:45 p.m.	Opposes adjustment Lower rates for locals
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**ONLINE FORM COMMENT: Your tolls and the proposed increase has unfairly effected people and business owners like myself who live so close to the bridge. Last year I paid over \$3,000 in tolls just to drive a small mason dump and trailer to my customers in NJ. That is a tax I cannot afford, now it’s going to increase. My property tax is less per year. People living within close proximity need and should get reduced rates not increases.**

Staff response:

- Tolls are the Commission’s ultimate funding source.
- The Commission assesses tolls based on a vehicle’s profile (height) and number of rolling axles. A driver’s residency does not enter into the equation.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls be applied “regardless of the status or character of any Person participating in the traffic.”
- The vast majority of Commission toll bridges are primarily used by commuters and area residents. They are the primary beneficiaries of the multi-faceted improvement projects that have been

conducted at these river crossings since 2001 and that are slated to be conducted through funding arising from the proposed toll adjustment. To reduce tolls for local residents while charging others an exorbitant toll would run afoul of the federal requirement that tolls “shall be just and reasonable.”

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.

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Vail, Michelle	Easton, PA.	Feb. 16 2:16 p.m.	Opposes \$3 Cash toll Bad time to raise tolls
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**ONLINE FORM COMMENT: I don't believe there should be such a big jump (from \$1 to \$3). It should only go to \$1.50 or \$2.00 max. There are a lot of people struggling at this time (COVID-19, unemployment, fixed income, etc.) and I don't think it would be fair for such a big increase. Maybe after COVID is gone and our economy recovers (in a year or two), then think about another small increase. Thank you.**

Staff response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.

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De Mai, Candida	Bethlehem, PA.	Feb. 16 3:25 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: 100% absurd your proposal Shame on you all for total disregard Of your Pennsylvania and nj residents. Cd**

Staff response:

- This commenter expresses a general opinion of the proposed toll adjustments.

- New Jersey and Pennsylvania residents are the primary users of the Commission toll and toll-supported bridges. Accordingly, New Jersey and Pennsylvania are the primary beneficiaries of the Commission's facilities and services that are funded by the tolls.

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Kuntz, Jenny	Chestnut Hill Twp., PA.	Feb. 16 10:24 p.m.	Bad time to raise tolls Various unfounded accusations
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**ONLINE FORM COMMENT: I do not believe this is a good time to raise rates on people who are already struggling. You are not only raising rates, you are basically doubling it. You have already let go of all of the toll booth workers to help save money. I do not agree with this idea.**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- Cash tolls are more expensive to collect than E-ZPass and the proposed rate change for Class 1 passenger vehicles to a \$3 cash toll reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- This commenter may be confusing the DRJTBC with the PA Turnpike, as the DRJTBC did not "Let go of all of the toll booth workers to help save money."

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Oliphant, John	Fairfax, Virginia	Feb. 17 10 a.m. HEARING	TOLL-BY-PLATE
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**TOLL HEARING COMMENT: My concern is the toll-by-plate and it's probably more of a question than a comment, but it is a comment and a concern is to when the plate is read and you get a bill in the mail. Does the Commission have the authority to track people and cars because you're a not a police or an enforcing authority, from what I understand. So it's maybe more of a question and the ability to track license plates on cars, whether they're in state or out of state of that authority. And how is that done**

**through the different states so that those are it's a concern of privacy issue that I would put in the category of HIPPA, of medical type issues.**

Staff response:

- The Commission does not track people or cars using its facilities.
- The Commission contracts with the regional New Jersey E-ZPass Customer Service Center, operated by Conduent Inc., to provide toll-processing services at the Commission's eight toll bridges. The toll processor identifies vehicles through license plate reads to bill TOLL-BY-PLATE customers passing through the Scudder Falls (I-295) Toll Bridge's all-electronic tolling point without valid E-ZPass transponders.
- The toll-transaction processor also uses license plate reads to identify toll violators at the Commission's seven conventional E-ZPass/Cash tolling points.

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Demaria, Tracey	Easton, PA.	Feb. 17 2:26 p.m.	Toll bridge traffic will divert
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**ONLINE FORM COMMENT: I believe the increase in tolls proposed for the Phillipsburg-Easton route 22 bridge will cause considerable difficulties for both municipalities. The drastic raise increase will print the many commuters and travelers of this road to alter their routes to the 'free bridge'. This will markedly increase local congestion and negatively impact local businesses and residents. If an increase must occur, please take into account the more modest financial resources of the communities most impacted and consider only a 50 cent increase.**

Staff response:

Toll bridge traffic will divert

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at some toll crossings if the proposed toll adjustments were to be approved and implemented. However, the severity of diversions will be mitigated by the fact that E-ZPass is used in 75 percent of Class 1 passenger vehicle toll transactions system-wide. At Easton, the E-ZPass penetration rate for this vehicle class is only slightly lower at 72 percent. The proposed toll rate change for E-ZPass Class 1 vehicles is only 25 cents.
- Motorists diverting from the Easton-Phillipsburg Toll Bridge to the nearby Northampton Street Toll-Supported Bridge will encounter a diminished customer experience along with increased fuel usage, traffic congestion and delays in reaching their intended destinations. Passage of at-grade freight trains on the New Jersey side of the Northampton Street Bridge can further delay travel times.
- The Commission is required by law to use a portion of its toll bridge proceeds to keep non-revenue-generating, limited-capacity crossings like the Northampton Street Bridge operational.



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Fields, Michael	Yardley, PA.	Feb. 17 3:03 p.m.	Bad time to raise tolls Cut operating budget
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**ONLINE FORM COMMENT:** Every business and citizen had to figure out how to make ends meet (I do not overlook the fact that I am lucky to still have a job). I took a pay cut with my job, which I had no say in, and I was unable to unilaterally take more money from my company to compensate. Most businesses (and people) had to figure out how to do more with less. Ordinary citizens cannot unilaterally decide to pay less for tolls (and other necessities) and private businesses cannot unilaterally raise prices without being punished by market forces. YOU need to figure out how to balance YOUR budget without unilaterally raising your prices on the traveling public and businesses, who are also struggling to make ends meet.

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission operates 24 hours a day, 7 days a week because traffic and commerce moves around the clock. It cannot shirk responsibilities like public safety and security, plowing and deicing in winter storms, and toll collecting to fund operations and pay financial obligations. It also is required by the two states and by the U.S. Congress under the Compact Clause of the U.S. Constitution to operate 12 non-revenue generating, low-capacity bridges, the operation and maintenance of which is funded by a portion of the Commission's toll bridge revenues.
- The Commission took proactive steps to forestall the proposed toll adjustments:
  - Job hiring was halted after the Commission's February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.

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Bell, Ralph	Washington, N.J.	Feb. 17 4:03 p.m.	Bad time to raise tolls Opposes \$3 Cash toll
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**ONLINE FORM COMMENT:** Really the us citizens haven't been through enough, no work, country shut down, and now a triple toll raise. Just kick us when we're all down. SHAME ON YOU ALL!.

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- Cash tolls are more expensive to collect than E-ZPass and the proposed \$3 Cash toll rate for Class 1 passenger vehicles reflects that cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Jeffrey Laurenti	Trenton, N.J.	Feb. 17 6 p.m. HEARING	Supports 2021's 25- cent E-ZPass toll hike Urges acquisition of federal COVID relief Opposes \$3 Cash toll on the basis of environmental justice
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**TOLL HEARING COMMENT:** ...My name is Jeffrey Laurenti. I live in the city of Trenton, County of Mercer in New Jersey. I certainly wouldn't want you to have gone to all this effort to organize a hearing and then -- like throwing a party and nobody comes -- have nobody to speak. So, I thought I would take advantage of this opportunity that you all offer to offer some thoughts. One is the hope that the Commission -- if it finds that unlike with the Cares Act -- *will pursue a portion of (editor insertion)* the one-point-nine-trillion dollar Covid relief package that President Biden and the Congress are currently pushing to enactment and provide funding for bi-state transportation agencies... That the Commission will be able to avail itself of some of that and then be able to reduce the impact of toll increases on the citizenry here. I'm pleased that, in any event, the Commission staff has after consultations -- I assume with members of the Commission -- reduced the toll increases, particularly for E-ZPass drivers to just a quarter... at least for the first round before the 2024 second round. But I do want to raise a question about the stiffer hit on drivers who don't have E-ZPass. This is of interest to me as a resident of the City of Trenton, where a high percentage of our neighbors are immigrant workers of low income. We've got lots of cars and vans with Pennsylvania plates on our streets in our neighborhood here in the Chambersburg

**section of Trenton. They, of course, don't know about today's hearing and would probably be loath to present themselves publicly to speak even if they did know of it. My concern is about equity; that our poorer neighbors, our poorer workers, who don't have the means for an E-ZPass account are the ones who are being hit with a toll increase from two to three dollars. And they don't have the means to be able to afford any. It is an issue of equity. We are hitting the poor. And when, in his presentation, the executive director expresses the hope that this should encourage conversions to E-ZPass, that's really not possible for workers at the bottom of the ladder. So, that piece of this projected toll increase is one that I would hope the Commission would rethink -- thinking of who it is who can't get E-ZPass and who would be hit hard either by whether it's by cash-now or by toll-by-plate on that one Scudder Falls Bridge -- and mitigate that. We should not have that level of inequity. We should not punish the poor for not being rich enough to afford E-ZPass. And that is my thought... Thank you.**

Staff response:

- Commission staff originally considered raising the Class 1 passenger vehicle E-ZPass rate to \$1.50 this year. After review, it was decided that this proposed increase should be phased in over three years. As a result, the base E-ZPass car rate would rise to \$1.25 at all Commission toll bridges on or after April 3, 2021 – the same rate charged at the new Scudder Falls Toll Bridge since July 2019. The second 25-cent increase in the Class 1 passenger vehicle E-ZPass rate would take effect on or after January 6, 2024 – if approved.
- The Commission sought federal CARES Act stimulus funds in an attempt to offset a portion of the toll losses it encountered in 2020, but was ultimately unsuccessful. The recently enacted \$1.9 trillion American Rescue Plan COVID relief package provides funds for mass-transit agencies, railroad workers, and airlines, but does not contain funds for toll agencies like the Commission.
- The Commission’s assesses tolls on vehicles according to their number of axles and profile (height). The residency and economic status of a motorist does not enter into the equation.
- The Commission’s Trust Indenture stipulates that tolls be applied “regardless of the status or character of any Person participating in the traffic.”
- Commission staff followed the respective Commission policies for announcing the proposed toll adjustments and informing the public about it. This process was initiated with legal notices in the daily newspapers that publish Commission monthly meeting legal ads. The proposed rate schedules were published on the Commission website, as prescribed. An additional webpage was created to explain the toll-setting process, key dates, and the ways that the public could provide comment: virtual hearings with online and teleconferencing access, an online comment form that generated over 100 submissions, a toll-free answering service, and by U.S. Mail. Four press releases also were issued in connection with this process, generating coverage locally, regionally, and even nationally. The proposed toll adjustment made news in a variety of outlets, including daily and weekly newspapers, online publications, radio and cable television. Finally this process generated more public input than the 2016 toll adjustment process that established

a toll schedule for the Commission’s Scudder Falls crossing, a location that previously was untolled; a proposed re-classification for pickup trucks with dual rear wheels, a proposal that was ultimately rejected; and a clarification of how certain vehicle combinations should be classified for tolling purposes. That 2016 process – which included six in-person hearings – generated roughly a third of the comments received in this process.

- The proposed two-tier toll rate system would charge tolls based on the payment method a motorist uses to pay his/her tolls. Under this change, E-ZPass motorists would pay lower rates because that collection method is less costly. Cash and TOLL-BY-PLATE (Scudder Falls only) customers would pay higher rates due to the inherently higher costs of those collection methods. This change would be more equitable to E-ZPass users, who now represent 75 percent of Class 1 passenger vehicle toll payers system-wide. E-ZPass was used in slightly more than 70 percent of car toll transactions recorded at Trenton-Morrisville (Route 1) Toll Bridge in January. If the toll adjustment were approved, these E-ZPass users would no longer shoulder the burden of subsidizing motorists who use the more costly Cash-payment method.
- Even if it were to be approved, the proposed \$3 Cash toll rate would still be the lowest Cash toll for any highway toll bridge between New Jersey and Pennsylvania.
- As for environmental justice, the Trenton-Morrisville location affords its residents with not one but two non-toll travel alternatives across the Delaware River – the Lower Trenton (“Trenton Makes”) Toll-Supported Bridge and the Calhoun Street Toll-Supported Bridge. No other location along the river has two convenient non-toll crossings for its residents. Also, no other location along the river has had the availability of a toll-free river crossing – now up to 103 years – as long as Trenton and Morrisville.
- Statistical analysis shows that no other toll-supported bridges in the Commission system are used as travel alternatives to a nearby toll bridge as the two “free bridges” linking Trenton and Morrisville. Of the 5,212,653 vehicles that used the Lower Trenton Bridge in 2020, 4,312,887 (82.7 percent) traveled westbound – the toll direction at the nearby Trenton-Morrisville Toll Bridge. That means only 17.3 percent of traffic at Lower Trenton traveled eastbound last year. Meanwhile, of the 4,820,191 vehicles that used the Calhoun Street Bridge in 2020, 3,140,947 (65.2 percent) traveled westbound – the toll direction at the nearby Trenton-Morrisville Toll Bridge to the south and the Scudder Falls (I-295) Toll Bridge to the north. This means just shy of 35 percent of traffic at the Calhoun Street Bridge travelled eastbound last year.
- The two toll-supporting bridges serving Trenton last year carried 7.45 million passenger vehicles in the Pennsylvania-bound direction (toll direction). That’s more than the 6.56 million passenger vehicles that traveled Pennsylvania-bound (toll direction) at Trenton’s only toll bridge during 2020.
- It must be noted that a share of the tolls that the Commission collects at its eight toll bridges is used to fund the operation and maintenance of the 12 toll-supported bridges in the Commission’s transportation system.

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Whitehead, Ramona	Forks, PA.	Feb. 17 7:46 p.m.	What is overhead? Bridge already paid for
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**ONLINE FORM COMMENT: Just saying ~ 5000 cars @ .1.00 per day going over the Easton**

**Phillipsburg bridge (not counting multi axle vehicles) equals \$5,000 multiplied by 7 = \$35,000 per week. Multiply that by 52 weeks and the grand total = \$1,820,000. Perhaps there are 5 full time employees @ 50,000 per yr. which is \$250,000. Realizing that there is upkeep i.e., salt, vehicle maintenance, etc. that is a lot of money. Just curious, what is the overhead? I imagine this bridge has been paid for over and over again for many years**

Staff response:

- This commenter attempts to perpetuate a local myth about the Easton-Phillipsburg Toll Bridge, which originally opened to traffic as the Bushkill Street Bridge in early 1938. The bridge has not been paid for “over and over again for many years.” Conceivably, the original construction bonds for this bridge would have been retired no later than 1968.
- As at any location, tolls pay more than original construction costs. Here are just a few examples of capital projects at this locations that the tolls have supported:
  - Debt service for constructing the original bridge.
  - The construction of modern-highway approach bridges and roadways on the Pennsylvania side during the 1950s. The bridge originally linked with two-lane Bushkill Street in Easton for its first 15 years or so of operation.
  - The construction of new highway approaches and a new toll plaza on the New Jersey side during the early 1960s. This project also included new ramps and an administration building and maintenance facility on the New Jersey side.
  - Installation of automated coin and token collections in the early 1970s.
  - Pennsylvania Approach and Roadway repairs in the 1970s.
  - Blast cleaning and painting of the bridge’s entire truss in the 1970s.
  - Conversion of the toll plaza to strictly Pennsylvania-bound collections in the late 1980s.
  - Structural repairs and resurfacing in the 1990s.
  - Installation of E-ZPass electronic toll collections in the early 2000s.
  - \$1.7 million replacement of the bridge’s twin concrete sidewalks in 2004.
  - \$2.7 million sign structure replacements, repairs and signage upgrades in 2007
  - Electronic toll collection upgrades and removal of toll gates 2009-10.
  - A comprehensive \$30 million rehabilitation of the bridge, its Pennsylvania and New Jersey approaches, and the toll plaza area during 2013-15
  - \$1.4 million Phillipsburg exit ramp slope stabilization in 2016
  - \$2.1 million construction of a new salt-storage building in 2019
- Tolls allow the Commission to fulfill operational responsibilities like public safety and security, plowing and de-icing in winter storms, and collecting tolls to fund operations and meet short-term and long-term financial obligations. Toll-covered expenses include State Police responses to accidents and emergencies, electric and water utilities, personnel etc.
- As is the case at any of the Commission’s 8 toll bridges, a share of the collected tolls must be used to fund the operation, maintenance and protection of 12 non-revenue-generating, low-capacity “free” bridges along the river. These include the Northampton Street Toll-Supported Bridge, which people in the Easton-Phillipsburg area refer to as the “free bridge.” The states conveyed ownership of these non-toll bridges to the Commission on July 1, 1987 with the stipulation that

they be funded by a share of revenues collected at the Commission's toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.

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Forbes, Stephanie	Langhorne, PA.	Feb. 17 9:11 p.m.	Bad time to raise tolls Cut executive salaries
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**ONLINE FORM COMMENT: Why would you increase rates at a time when people are struggling financially? If you are having budget problems cut the salary for the executives.**

Staff response:

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission took proactive steps to forestall proposed toll adjustments:
  - Job hiring was halted after the Commission's February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.

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Elliot, Ken	Washington, N.J.	Feb. 18 7:08 a.m.	Expand E-ZPass discount to non-DRJTBC-affiliated tags
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**ONLINE FORM COMMENT: While I'm against any toll increase and encourage you to reconsider the as you term it "adjustment", I find it particularly troubling that not all E-ZPass customers will be treated equally. Either there should be an E-ZPass discount or not. To only allow it for NJ serviced accounts only at best is questionable and seemingly geographic discrimination. I can't imagine your toll by plate or cash costs are the same for non NJ tags. Please change this flawed thinking.**

Staff response:

- New Jersey does not service E-ZPass accounts.
- The State of New Jersey – and, for that matter, the Commonwealth of Pennsylvania – do not issue and are not affiliated with the E-ZPass electronic-toll-collection system.

- Geography has nothing to do with the Commission’s E-ZPass discount program.
- The Commission’s frequency-based commuter discount for Class 1 passenger vehicles equipped with E-ZPass can only be applied to personal vehicle transponders issued and administered by the back-office entity that entity that processes toll transactions at the Commission’s eight toll bridges. That entity is the regional New Jersey E-ZPass Customer Service Center, which is operated by Conduent Inc. This toll-processing operation services seven different toll agencies located or operating in New Jersey, Pennsylvania, and Delaware.
- As the Bridge Commission’s toll processor, the New Jersey E-ZPass Customer Service Center can track, tabulate, and apply the Commission’s frequency-based E-ZPass commuter discount – when applicable – to its respective database of E-ZPass account/transponder holders. Our toll processor is not positioned to apply the discount to transponders and accounts that are in another E-ZPass service network’s database.
- For example, the discount cannot be applied to accounts/transponders administered by the Pennsylvania Turnpike E-ZPass Customer Service Center because that entity does not process the toll transactions at our toll bridges. Its E-ZPass customer database is unaffiliated with that of our toll processor’s. The Pennsylvania Turnpike E-ZPass Customer Service Center also serves only one toll agency -- the Pennsylvania Turnpike Commission.

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Moyer, Kalman	Wind Gap, PA.	Feb. 18 8:03 a.m.	Opposes adjustment Various accusations
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**ONLINE FORM COMMENT: no increases, what does the commission spend their money on anyway?, the whole commission is illegal? its taxation without representation!!! no increases**

Staff response:

- The Commission’s website – [www.drjtbc.org](http://www.drjtbc.org) – has content explaining the Commission’s creation, its operations, and its service mission. Operation reports attached to monthly meeting minutes posted on the website explain Commission activities on a monthly basis.
- The Commission operates 24 hours a day, 7 days a week. It moves commuters, travelers, and commerce around-the-clock.
- Infrastructure includes eight toll bridges and 12 non-revenue-generating “toll-supported” bridges that connect Pennsylvania and New Jersey along the fresh-water portion of the Delaware River separating the two states. The agency also has 73 lane miles of road surface, 34 short-distance approach bridges (overpasses or viaducts) and various other maintenance and operational facilities.
- The Commission has conducted a robust capital program since 2001 that has improved the customer experience at the agency’s transportation facilities.
- The Commission is funded strictly by the tolls it collects at its eight toll bridges. It does not receive state or federal subsidies to run its transportation system and services. The Commission is unique among other toll agencies in the region because it is legally obligated to use a share of its tolls to operate and maintain 10 older low-capacity non-highway vehicular bridges and two other

pedestrian-only crossings along the river. The Commission refers to these 12 spans as “toll-supported bridges.”

- The Delaware River Joint Toll Bridge Commission’s authority to toll has always been rooted in its Compact, first jointly enacted by the states of New Jersey and Pennsylvania in 1934 and ratified by Congress in 1935 in accordance with the Compact Clause to the U.S. Constitution. That authority has been reaffirmed in court decisions and subsequent Compact changes.

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Sienicki, Dennis	Pohatcong, N.J.	Feb. 18 5:25 p.m. PHONE	Bad time to raise tolls Go cashless to cut costs
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**TELEPHONE ANSWERING SERVICE CALL: My name is Dennis Sienicki from Pohatcong Township, New Jersey. That's D. E. N. N. I. S.; S. I. E. N. I. C. K. I. And my comment is this is the worst time to raise the tolls. People are out of work. People are just getting back to work. They can't make their bills, pay their bills now. And you're going to raise the tolls, especially as much as you expect to raise them. That's ridiculous. The other thing is maybe you should think about doing TOLL-BY PLATE. That way you could eliminate a lot of your expenses from the expensive workers that you have. Do TOLL-BY PLATE like they do in some other states. It's a very simple process. It doesn't cost that much to do. In the long run, I think you'd save a lot of money. So, those are my two comments. Please don't raise the tolls now. It's just out of this world for the people that especially they use the bridges every single day. It's going to impact them greatly. Thank you.**

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- The cheapest method of toll collection is E-ZPass.
- Operationally, TOLL-BY-PLATE is a more efficient method of toll collection compared to in-lane Cash collections by an attendant in a toll booth, but it is still more expensive than E-ZPass.
- Agency staff recognizes that the prevailing trend among toll agencies nationally and regionally is away from Cash collections and toward all-electronic tolling points with E-ZPass and TOLL-BY-PLATE billing.
- The Commission’s Scudder Falls (I-295) Toll Bridge has an all-electronic toll (AET) collection system with E-ZPass and TOLL-BY-PLATE rates. The toll schedule at that location, which took effect when the new bridge opened to traffic in July 2019, has a two-tier pricing system that



assigns lower rates to E-ZPass users and higher rates to TOLL-BY-PLATE users. The higher TOLL-BY-PLATES rates are necessitated to cover the additional administrative costs involved in identifying and billing motor-vehicle owners who travel across the bridge without E-ZPass.

- A conversion of the seven toll bridges with current mixed-mode E-ZPass/Cash toll collections to all-electronic E-ZPass/TOLL-BY-PLATE tolling also would involve up-front capital project costs. The Commission currently estimates that a system-wide conversion to AET would cost in excess of \$48 million.

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Forbes, Stephanie	Langhorne, PA.	Feb. 18 6 to 8 p.m. HEARING	Bad time to raise tolls Cut executive salaries
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**TOLL HEARING COMMENT: Thank you very much. My name is Stephanie Forbes. F o r b e s from Langhorne, Pennsylvania. It is unconscionable that the commission would institute a rate hike in the middle of an economic crisis. In my memory, the commission has never reduced rates when you should have increased. I have no doubt that if usage increased, to the extent it has decreased, the commission would raise rates, arguing that more rates were needed because of the increased usage. Executive Director Resta received a salary of one hundred and sixty five thousand dollars in 2013 and 2013, and I don't doubt that it has increased in the past eight years. The economy is suffering right now and putting that burden onto people who are trying to make ends meet is really unconscionable. If there are budget problems, perhaps the executives should have their salaries cut. Thank you very much.**

Staff response:

- Note: Ms. Forbes also provided comment via the website on Feb. 17.
- In a few rare instances, the Commission has authorized limited downward toll adjustments since its creation 86 years ago.
- As for a prospective rollback of a toll rate in one or more vehicle classes, the Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when setting rates system-wide 10 years ago. Variables include – but are not limited to -- the evolving pandemic, the rise and transmission of coronavirus variants, the efficacy and availability of vaccines, the strength and duration of economic recovery, and traffic growth to a point that could even allow for consideration of a downward toll adjustment.
- Some of the rate changes in this toll adjustment are intended to reflect the costs of the respective toll collection method that a motorist chooses to use. Under this two-tier system of rates, E-ZPass motorists would be charged lower rates while Cash/TOLL-BY-PLATE customers would be charged higher rates. If approved, this underlying rate-setting policy conceivably would remain in place as E-ZPass is now used in 75 percent of toll transactions system-wide.
- Salaries were a consideration in the deliberations and formulations of the Commission's 2021 operating budget. Subsequently, a salary freeze was one in a series of proactive steps the Commission took to forestall the proposed toll adjustments:

- Job hiring was halted after the Commission's February 2020 meeting;
- New capital projects were postponed and remain on hold to this day;
- Discretionary spending lines were cut by 10 percent;
- Salaries were frozen in the 2021 operating budget.

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Gasparetti, Tom	Easton, PA.	Feb. 18 6 to 8 p.m. HEARING	Links consumer-price-index to toll setting Opposes \$3 cash toll Divert toll bridge traffic to non-toll bridges Unsubstantiated claims about the Scudder Falls project
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**TOLL HEARING COMMENT:** My name is Tom Gasparetti. G-A-S-P-A-R-E-T-T-I. And I'm from Easton Pennsylvania. And the reason for my commentary tonight is I have reviewed your slide deck and I have noticed that you like to have a debt ratio of two. And it's also important to keep in mind, I'm not sure that there were very good cost controls done on these bridge projects, especially the Scudder News Bridge and secondly in the CPI. So if you go back to the last rate increase, which I believe was twenty eleven. So if you do the CPI for this purpose, let's say three percent per year compounded, it doesn't even come close to your rate increase. So three dollars is a bit much. What's going to end up happening. You're going to have people clogging your twelve free toll bridges and I don't think that's what you want. And I think what we need to do is control costs. If Scudder Mills Bridge cost. that much money charge people that are crossing Scudder Mills. If you couldn't afford it. That's not our problem. It's your problem. You've got yourself to that debt and you figure out how to get out of it. And it's not the public's problem that you got yourself to that high debt ratio and you have a bad bond rating. That's unfortunate on your part. So if you couldn't afford it, you shouldn't have done the bridge. You should repair work, done some other cost engineering methods to save yourself in the public money. That's all I have to say.

Staff response:

- Note: Mr. Gasparetti also filed a comment via the website on Feb. 10.
- Linking tolls to the consumer price index would require toll adjustments on an annual basis.
- The impetus to pursue a proposed toll adjustment was triggered by the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the

Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021

- Tolls are the Commission’s ultimate funding source. Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- During the review of potential toll actions, it was decided to make other needed changes to the Commission’s toll structure, notably a proposal to establish a two-tier rate system reflecting the cost of respective toll-collection methods AND projecting revenue needs for a series of new capital projects throughout the Commission’s service jurisdiction. The proposed toll changes also would enable the Commission to meet the terms of its Financial Resilience Policy, which includes language to maintain a debt-service coverage ratio of 2.0 or higher. This would better enable the Commission to avoid bond-rating downgrades and increased borrowing costs for future projects.
- Under the proposed two-tier rate-setting system, E-ZPass motorists would be charged lower rates while Cash/TOLL-BY-PLATE customers would be charged higher rates. Cash and TOLL-BY-PLATE transactions are more expensive to process than ones conducted through E-ZPass. E-ZPass is now used in 75 percent of toll transactions system-wide. The two-tier pricing would free E-ZPass customers of the burden of subsidizing motorists who currently use Cash to pay tolls.
- The Scudder Falls project is on budget and on schedule to be fully completed in May 2022.
- Traffic and revenue has declined at all of the Commission’s toll bridges – not just Scudder Falls.

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Hobson, Richard	Mercer, N.J.	Feb. 19 9:13 a.m.	Bad time to raise tolls Cut operating budget
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**ONLINE FORM COMMENT:** It is upsetting to hear about the rising toll charges. I understand how revenues are down. What I don't understand is what the commission has done to cut costs. Many people and businesses are hurting from the virus. It is not right to use the virus as a way to increase tolls. Will you reduce them once traffic increases? Also, what has the Commission done to reduce the operating budget? Can you honestly say you have looked at everything from salaries, to supplies, to building costs, etc. to determine that there are no costs that can be reduced? We all have rising costs, but we all don't have ways to increase income, we find ways to reduce costs. Thank you.

Staff response:

- The virus is not being used “as a way to increase tolls.”
- The long-term financial consequences of the pandemic and the economic recession it induced forced staff to initiate consideration of prospective toll adjustments.
- The reality is that travel patterns have changed as the coronavirus, lockdown and the fragile recovery are affecting job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a

result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.

- There are no assurances – or professional projections – that traffic and revenue at Commission toll crossings will recover to pre-pandemic levels any time soon.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission most certainly did examine cost containments. The agency took a series of proactive steps to forestall the proposed toll adjustments:
  - Job hiring was halted after the Commission’s February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.

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L Williams	Mercer, N.J.	Feb. 19 1:01 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: I agree with the gentleman who commented that the proposed create an unfair burden on the workers who don't have the means for an e-z pass or the increase.**

Staff response:

- This individual appears to be repeating Trenton-based comments that Mr. Laurenti made at the toll hearing on the evening of July 17 and which subsequently were included in an article on NJ.COM -- the website for the Star-Ledger and Trenton Times.
- Even if it were to be approved, the proposed \$3 Cash toll rate would still be the lowest Cash toll for any highway toll bridge between New Jersey and Pennsylvania.
- As for the environmental justice issue of disenfranchised individuals not being able to maintain E-ZPass accounts or afford the proposed \$3 Cash toll, the Commission operates and maintains 12 non-revenue-generating, low-capacity bridges that are funded by a share of the tolls collected at the Commission’s 8 toll bridges.
  - Three of these bridges are in Mercer County
  - Some of these bridges actually compete against nearby toll bridges run by the Commission.
  - No other bridge agency affords its customer base with such “free” alternatives.

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Rothfuss, Kirk	Roosevelt, N.J.	Feb. 19 2:19 p.m.	Opposes adjustment Cites environmental justice issues
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**ONLINE FORM COMMENT: This rate hike is not fair to working class essential workers who have to use their bridges to get to and from work. And the working poor definitely**

**can not afford it and don't have the means to set up easy pass to try to minimize the impact.**

Staff response:

- This individual appears to be repeating Trenton-based comments that Mr. Laurenti made at the toll hearing on the evening of July 17 and which subsequently were included in an article on NJ.COM -- the website for the Star-Ledger and Trenton Times.
- As previously noted:
  - The Commission's Trust Indenture stipulates that tolls be applied "regardless of the status or character of any Person participating in the traffic."
  - Even if it were to be approved, the proposed \$3 Cash toll rate would still be the lowest Cash toll for any highway toll bridge between New Jersey and Pennsylvania.
- As for environmental justice issue of disenfranchised individuals not being able to maintain E-ZPass accounts or afford the proposed \$3 Cash toll, the Commission operates and maintains 12 non-revenue-generating, low-capacity bridges that are funded by a share of the tolls collected at the Commission's 8 toll bridges. Some of these bridges actually compete against nearby toll bridges run by the Commission. No other bridge agency affords its customer base with such "free" alternatives.

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Rothfuss, Jane	Roosevelt, N.J.	Feb. 19 2:38 p.m.	Opposes \$3 cash rate Cites environmental justice issues Frequent commuter discount unfair
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**ONLINE FORM COMMENT: The proposed toll hike for cash users is much too high, and quite unfair. For a variety of reasons, not everyone has an EZ pass account, perhaps unable to afford one or perhaps a person doesn't want one. Working poor and lower income people should not experience a 200% increase, while those with an account who commute at least 16 times a month will not pay that excessive toll. There should always be a reasonably-priced cash lane available to folks who need to cross the bridge for work, family, emergencies, or a rare trip without being subjected to such a difference in price.**

Staff response:

- The Commission's Trust Indenture stipulates that tolls be applied "regardless of the status or character of any Person participating in the traffic."
- The two-tier toll rating system outlined under the proposed adjustment would assign toll rates based on the payment method a motorist uses to pay his/her tolls. Under this change, E-ZPass motorists would pay lower rates because that collection method is less costly. Cash and TOLL-BY-PLATE (Scudder Falls only) customers would pay higher rates due to the inherently higher costs of

those collection methods. This change would be more equitable to E-ZPass users, who now represent 75 percent of Class 1 passenger vehicle toll payers system-wide. If the toll adjustment were approved, these E-ZPass users would no longer shoulder the burden of subsidizing motorists who use the more costly Cash-payment method.

- If it were to be approved, the proposed \$3 Cash toll rate would still be the lowest Class 1 passenger vehicle Cash toll for any highway toll bridge between New Jersey and Pennsylvania.
- As for poor and lower-income individuals experiencing a 200-percent increase in the Cash toll rate, the Commission operates and maintains 12 non-revenue-generating, low-capacity bridges that are funded by a share of the tolls collected at the Commission's 8 toll bridges. Some of these bridges actually compete against nearby toll bridges run by the Commission. No other bridge agency affords its customer base with such "free" alternatives.
- The proposed toll adjustment actually would phase out the Commission's nearly 20-year-old frequency-based commuter discount for passenger vehicles equipped with an E-ZPass transponder administered by the Commission's toll processor – the regional New Jersey E-ZPass Customer Service Center.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application. Meanwhile, the Commission's discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years. Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE passenger vehicle toll.

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Heil, Robert	Trenton, N.J.	Feb. 19 2:46 p.m.	Opposes \$3 cash rate
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**ONLINE FORM COMMENT: Raising the toll for non EZ Pass holders is grossly unfair to citizens without EZ Pass, I believe that most of those folks can't afford to maintain a \$25.00 balance and pay \$12.00 per year for the service. Anyone driving by your latest new headquarters should question the need for any increase at all!**

Staff response:

- The two-tier toll rating system outlined under the proposed adjustment would assign toll rates based on the payment method a motorist uses to pay his/her tolls. Under this change, E-ZPass motorists would pay lower rates because that collection method is less costly. Cash and TOLL-BY-PLATE (Scudder Falls only) customers would pay higher rates due to the inherently higher costs of those collection methods. This change would be more equitable to E-ZPass users, who now represent 75 percent of Class 1 passenger vehicle toll payers system-wide. If the toll adjustment

were approved, these E-ZPass users would no longer shoulder the burden of subsidizing motorists who use the more costly Cash-payment method.

- Even if it were to be approved, the proposed \$3 Cash toll rate would still be the lowest Class 1 passenger vehicle Cash toll for any highway toll bridge between New Jersey and Pennsylvania.
- As for citizens with E-ZPass, the Commission operates and maintains 12 non-revenue-generating, low-capacity bridges that are funded by a share of the tolls collected at the Commission's 8 toll bridges. Some of these bridges actually compete against nearby toll bridges run by the Commission. No other bridge agency affords its customer base with such "free" alternatives.

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Brown, Ron	Northumberland, PA.	Feb. 20 9:13 a.m.	Opposes bridge tolls Use gas taxes
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**ONLINE FORM COMMENT: I am opposed to the bridge toll proposal. I am in the tourist business and my business is dependent on travelers coming from other states into Pennsylvania. With the Pennsylvania gas tax already the highest in the country, it should be unnecessary to have more tax. The increased gas tax was suppose to cover the cost of repairing roads and bridges. We have the highest gas tax in the nation. We should not be subject to more taxation for this purpose. More taxes and tolls mean less travelers to Pennsylvania.**

Staff response:

- It's unclear if this individual is commenting on the Commission's proposed toll adjustments or the Pennsylvania Department of Transportation's proposal to toll nine bridges on six interstate highways in the state as a new revenue source for state bridge repairs. PennDOT identified the prospective nine bridges for tolling on February 19.
- Tolls are the Commission's ultimate funding source.
- The Commission does not receive any gas-tax revenues from New Jersey, Pennsylvania, or the federal government.
- The Commission has used its toll proceeds over the past 20 years to improve the customer experience of travelers using the agency's bridges to enter Pennsylvania. Some of these improvements include (but are not limited to):
  - Introduction of E-ZPass toll collection and removal of toll gates at all toll bridges;
  - Rehabilitation projects at five of its toll bridges.
  - Rehabilitation of the approach roadways and bridges leading to the I-78 Toll Bridge.
  - The replacement of the functionally obsolete Scudder Falls Bridge and the introduction of all-electronic tolling at that I-295 location.
  - The implementation of Express E-ZPass collections at prevailing highway speeds at the toll bridges service I-78 and I-80.
- Collectively, these projects have reduced – if not eliminated – travel delays and congestion at the Commission's highway bridges.

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Purcell, Marcie	Milford Township, PA.	Feb. 20 2:26 p.m.	Bad time to raise tolls
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**ONLINE FORM COMMENT:** We have all been effected in some way over COVID. The cost to increase road travel as gas prices are going up also is harmful as the economy keeps squeezing people financial. May people commute over this bridge daily for work. Hopefully as more companies open and people move from state to state revenue will come back to normal so a raise in tolls won't be necessary. It is too soon to tell the damaging effects on the economy as of yet. People are looking forward to getting back to normal and able to travel and go back to work at their normal settings. Please rethink this increase and review it at a later time.

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.

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Markowitz, Howard	Mercerville, N.J.	Feb. 20 11:56 p.m.	Opposes \$3 cash toll Bad time to raise tolls Will divert toll traffic to toll-supported bridges
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**ONLINE FORM COMMENT:** I believe your planned increase in cash tolls will just acerbate your problems. Most people don't have money to make all of their living expenses due to virus. Increasing the tolls will result in moving more traffic to the "free", older bridges, which will require additional maintenance and upkeep. After all of the bans are lifted I'm sure more folks will move back to the more convenient bridges but not at the exorbitant tolls you want to charge! I for one, will never use the Scudder Falls bridge again. I used to use it at least one a week, We in this county have to many other excellent, options to use for free. LOWER THE TOLLS and maybe some people will return to the big bridges.

Staff response:



- The proposed \$3 toll rate for Class 1 passenger vehicles is one facet of a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- As with prior toll adjustments, the Commission fully anticipates that a diversionary spike will occur if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2021, however, will be mitigated by the fact that E-ZPass is now used in 75 percent of the Commission's toll transactions system-wide. The E-ZPass rate is proposed to rise by only 25 cents in 2021.
- Any motorist diverting from a toll bridge to a toll-supported bridge will encounter a diminished customer experience, including higher fuel consumption, traffic congestion and delays in reaching their destinations.
- The toll-supported bridges do not pay for themselves. The proposed toll adjustments will help fund these "free" alternative river crossings and help keep them in operation.

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Lieb, Jeffrey	Lower Makefield, PA.	Feb. 21 6:41 p.m.	Keep commuter discount Cut tolls after recession ends Make cuts
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**ONLINE FORM COMMENT: Reducing and then eliminating the commuter discount is not a good decision. The commuters are the customers who pay the most on a daily basis and therefore this discount should stay in place. There was a decision to give the discount long ago and you should re look at why you made that decision and not change it. Toll collections are down because of the pandemic which will be over in less than a year so that means when ridership gets back you will decrease rates? Is the toll commission managing its business and trying to save money and reduce cost like the rest of the world is because of the pandemic. Has the commission eliminated raises in 2020? 2021? Has the commission stopped 401K matching in 2020? 2021? Has the commission held all expense account spending in 2020? 2021? Has the**

**commission eliminated jobs in 2020? 2021? Has the commission implemented a hiring freeze in 2020? 2021? Most companies and businesses have implemented these cost saving plans and more, hopefully the commission has also and not just did the easy way out and decided to raise tolls.**

Staff response:

- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.
- Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- In a few rare instances, the Commission has authorized limited downward toll adjustments since its creation 86 years ago. There's no crystal ball that says if such changes might be possible again.
- There are no guarantees that traffic volumes and revenue collections will rise quickly or sufficiently if the pandemic and economic recession were to end. Job commuting, shopping and tourism have all changed within the past year and some prognosticators say those trends are likely to continue to some degree if and when the pandemic subsides and a sustained economic recovery takes root.
- Part of the proposed toll adjustment is a system-wide shift to a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates. While modifications might be made to individual rates, this two-tier framework is envisioned to remain in place for the foreseeable future regardless of any economic recovery.
- The Commission most certainly did undertake cost containments. The agency took a series of proactive steps to forestall the proposed toll adjustments:
  - Job hiring was halted after the Commission's February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.

- Raising tolls is not “easy.” The Commission’s last broad-based toll adjustment was in 2011. After due consideration and necessity, the Commission is considering a toll adjustment phased in during 2021 and 2024.

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Massara, Donald	Lawrenceville, N.J.	Feb. 21 12:12 p.m.	Bad time to raise tolls Cut tolls after pandemic/recession
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**ONLINE FORM COMMENT: Oh Please.....Toll increase ... unbelievable....no wonder why people are tuning out by non voting or people are registered as Independent voters... Please reconsider this at this time because folks need a break from the Pandemic , never ending searching for vaccine shots and all the craziness that occur with Trump. We need a healing period of time to catch our breaths.**

Staff response:

- Any deferral or delay in confronting the Commission’s current financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- The proposed toll adjustment has nothing to do with voting tendencies or party affiliation.

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Bruno, JoAnne	Hamilton Twp., N.J.	Feb. 21 12:26 p.m.	Bad time to raise tolls
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**ONLINE FORM COMMENT: Dear Sir or Madam: I hope this comment will count as I did not get all of my newspapers until late Saturday. It is unfortunate that the comments were cut off on Friday when no one got a paper. In any event, I will give my thoughts. At this time I do not use the bridges that much due to COVID. I do use the bridges under normal circumstances. I know people who do have to use those bridges to cross for their livelihood. Some of them work in Philadelphia and on top of tolls they have to pay a lot for their parking. Add that up and subtract it from take-home pay... What happens once the pandemic is more controlled and more are back to working in their physical plant in NJ or PA. Will the tolls be decreased? I highly doubt it. These increases are too high. Think of the people paying them. No one thinks about the workers, some of whom work**

**multiple jobs just to make ends meet. This is a bad move. Too much at once. Wages are not increasing but food costs, oil for heat, gasoline...where does it stop? Everyone is making a fuss because they don't want the \$15 wage increase implemented too quickly, but here we go with tolls going up with big increases. Please reconsider.**

Staff response:

- Any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Commission staff followed the respective Commission policies for announcing the proposed toll adjustments and informing the public about it. This process was initiated with legal notices in the daily newspapers that publish Commission monthly meeting legal ads. The proposed rate schedules were published on the Commission website, as prescribed. An additional webpage was created to explain the toll-setting process, key dates, and the ways that the public could provide comment: virtual hearings with online and teleconferencing access, an online comment form that generated over 100 submissions, a toll-free answering service, and by U.S. Mail. Four press releases also were issued in connection with this process, generating coverage locally, regionally, and even nationally. The proposed toll adjustment made news in a variety of outlets, including daily and weekly newspapers, online publications, radio and cable television.
- The comment period for this toll adjustment lasted 26 days. It did not end the Friday before this commenter's submission. It ended five days after this commenter's submission – at 4 p.m., February 26, a date and time repeated in Commission communications and on its website.
- In a few rare instances, the Commission has authorized limited downward toll adjustments since its creation 86 years ago. There's no crystal ball that says if such a change might be possible again.
- There are no guarantees that traffic volumes and revenue collections will rise quickly or sufficiently if the pandemic and economic recession were to end. Job commuting, shopping and tourism have all changed within the past year and some prognosticators say those trends are likely to continue to some degree if and when the pandemic subsides and a sustained economic recovery takes root.
- Part of the proposed toll adjustment is a system-wide change to a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates. While modifications might be made to individual rates,

this two-tier framework is envisioned to remain in place for the foreseeable future regardless of any economic recovery.

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Church, Kelly	Glendon, PA.	Feb. 22 9:24 p.m.	Opposes \$3 cash toll
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**ONLINE FORM COMMENT: This fare hike is absolutely ridiculous. The rates you are demanding from daily local commuters is untenable and will cause great financial hardship to those who prefer not to use E-Z Pass.**

Staff response:

- The proposed \$3 toll rate for passenger vehicles is one facet of a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- This change would be more equitable to E-ZPass users, who now represent 75 percent of passenger vehicle toll payers system-wide. If the toll adjustment were approved, these E-ZPass users would no longer shoulder the burden of subsidizing motorists who use the more costly Cash-payment method.
- If it were to be approved, the proposed \$3 Cash toll rate would still be the lowest passenger vehicle Cash toll for any highway toll bridge between New Jersey and Pennsylvania.

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Snover, Layton	Slatington, PA.	Feb. 23 10:30 a.m.	Opposes adjustment
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**ONLINE FORM COMMENT: These rate increases are ridiculous. You are getting rid of people and automating which is great. It should SAVE us money, not costs us DOUBLE or MORE! You folks are OUT OF CONTROL. Please stop with the exhorbitant increases!**

Staff response:

- The invoking of the words "double or more" in this comment would appear to refer to three possible scenarios under the proposed toll adjustments:
  - The increased Cash toll rate would be \$3;
  - The 2024 increase in the E-ZPass rate to \$1.50 coupled with the elimination of the frequent commuter E-ZPass discount;
  - The 2024 increase in the Scudder Falls Toll Bridge's E-ZPass rate to \$1.50 and the elimination of the frequent commuter discount now provided to eligible E-ZPass passenger vehicle drivers at the Scudder Falls Toll Bridge.

- The proposed \$3 toll rate for Class 1 passenger vehicles is one facet of a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission’s Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- This change would be more equitable to E-ZPass users, who now represent 75 percent of Class 1 passenger vehicle toll payers system-wide. If the toll adjustment were approved, these E-ZPass users would no longer shoulder the burden of subsidizing motorists who use the more costly Cash-payment method.
- If it were to be approved, the proposed \$3 Cash toll rate would still be the lowest passenger vehicle Cash toll for any highway toll bridge between New Jersey and Pennsylvania.
- The Commission’s frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.
- Going forward, the Commission’s toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- This commenter might be confusing the DRJTBC with the PA Turnpike, as the DRJTBC is not in the process of “getting rid of people and automating.”

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Kirk, Susan	Bushkill Township, PA. (Northampton County)	Feb. 23 4:26 p.m. PHONE	Bad time to raise tolls
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**TELEPHONE ANSWERING SERVICE CALL:** This comment is from Susan S. U. S. A. N. Kirk K. I. R. K. Bushkill Township, Northampton County, Pennsylvania. The increase in the toll for small business people who do business on both sides of the river -- since we're so close to New Jersey -- is going to put an extra thing on them because they'll be paying a higher total and at the same time they'll be paying a whole lot higher amount of gas to get there. So, I think your timing is really not too good and that should be looked at again from the standpoint of small businesses like grass cutters and whatnot. Thank you.

Staff response:

- Any deferral or delay in confronting the Commission’s current financial situation would necessitate even steeper toll increases at a later date.

- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- As a total schedule, the Commission would continue to offer the lowest highway bridge toll rates between Pennsylvania and New Jersey if the proposed toll adjustments were to be approved and implemented.

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Vaughan, Jason	Smithfield, PA.	Feb. 24 10:56 a.m.	Opposes adjustment Questions rating classifications of trailers, motorhomes
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**ONLINE FORM COMMENT:** Thank you for allowing public comment on proposed toll schedules for both the Delaware River Joint Toll Bridge Commission and PennDOT's proposed tolling of nine bridges throughout Pennsylvania. Tolls detract from tourism and put Pennsylvania at an unfair disadvantage to other states. While we understand there is a fiscal need to maintain roads and bridges in Pennsylvania, we are already dealing with the third highest gas tax and a dramatic drop in tourism spending due to the Covid-19 pandemic. The tourism industry has been greatly affected by the pandemic and is not predicted to return to 2019 levels until 2024. The toll increased proposed on recreational vehicles will have a detrimental impact on the campground industry in Pennsylvania. Not only will the tolling effect out of state families traveling to Pennsylvania but it will effect Pennsylvania families traveling throughout the Commonwealth. Further, the nuisance of toll plaza installation for traffic on heavily congested roads will push families to choose out of state locations. Furthermore, the toll rates established by the DWRJTB authority have several unfair discrepancies in the classifications. A two-axle trailer in tow is charged at dramatically different rates than a motorhome and the charge against a fifth wheel unit, which creates the same demand on our road system, is over five times the charge of an equivalent travel trailer. A motorhome towing a car is charged at four times what a motorhome and a car not being towed would be charged. These discrepancies would encourage families to stop at rest areas and along the highway to unhook their units or drive their entire trip through Pennsylvania unhitched. This is inconvenient as well as not very friendly in trying to reduce carbon emissions and fossil fuel use. If we can be of any assistance or could be involved in the conversation for equitable tolling and affordable increases, we would

**like the opportunity to work towards a system that benefits the state of Pennsylvania and is fair and affordable to families. Campgrounds represent \$741 million, 8.5% of all lodging spending in Pennsylvania. The total annual economic impact from the RV industry in Pennsylvania is \$2.8 billion. Let's work together to keep families camping and supporting Pennsylvania.**

Staff response:

- This comment concerns both the Delaware River Joint Toll Bridge Commission's proposed toll adjustment and the Pennsylvania Department of Transportation's proposal to toll nine bridges on six interstate highways in the state as a new revenue source for state bridge repairs. Obviously, the DRJTBC's comment process has nothing to do with the PennDOT proposal.
- The Commission assesses tolls on a respective vehicle's profile (height) and number of rolling axles.
- The vehicle classifications identified in the Commission's proposed toll adjustment schedules are unchanged. The classifications pertaining to fifth-wheel/gooseneck-equipped pickup trucks with trailers in tow that are eight feet and above in height and motorhomes eight-feet and above in height with cars in tow were articulated in the 2011 system-wide toll adjustment and further affirmed in the Scudder Falls Toll Bridge toll-setting comment process of 2016.

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Maisto, Michelle	Florence, N.J.	Feb. 24 6:07 p.m.	Opposes adjustment Unsubstantiated claims about Scudder Falls
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**ONLINE FORM COMMENT: Don't increase tolls, I agree with Jeff Tittel who says They are raising the tolls to help pay for the Scudder Falls pork barrel project," he said Wednesday in a press statement. "This is shameful because the Scudder Falls Bridge was built wider than was needed, which meant we had to put tolls on it to pay for it. Now they are raising all of the other tolls to help pay for the massive project." "Raising tolls in the middle of a pandemic and fiscal emergency won't solve anything," Tittel added. "It will only make people avoid these bridges and push more traffic and congestion onto free bridges."**

Staff response:

- The Scudder Falls Bridge Replacement Project is on budget and on schedule.
- The declines in toll transactions and revenues have occurred at all eight Commission toll bridges, not just Scudder Falls.
- For the record, Jeff Tittel of the New Jersey Sierra Club did not comment directly to the Commission on this proposed toll adjustment.
- The Commission's toll adjustment stems from the current financial realities brought on by the coronavirus, lockdowns, and the fragile recovery and the resulting long-term impacts on job



commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021. Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.

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Dowdy, Preston	Williamson, Georgia	Feb. 25 9:43 a.m.	Opposes adjustment
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**ONLINE FORM COMMENT: The proposal itself states the adjustments are for the continuing decline in traffic and revenue. Less traffic means less damage and less revenue required for maintenance. It should balance out unless the revenue is not being used explicitly for the bridges themselves. It's a crock to have to pay a toll to begin with, don't add insult to injury by breaking it off in us for 20% more. Sincerely, a Trucker**

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities brought on by the coronavirus, lockdowns, and the fragile recovery and the resulting long-term impacts to job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Less traffic does not mean that you plow less snow; that you de-ice less; that fewer potholes arise from freezing-and-thawing temperatures; that storm drains clog less; that less tree trimming is needed; that weight-restricted toll-supported bridges no longer need protection; or that emergency responses can be compromised. The Commission provides many services required to effectuate safe and efficient travel between the states.
- While the coronavirus, lockdowns and fragile recovery prompted staff to examine toll adjustment actions, the resulting proposed toll schedules were crafted with a broader purpose. In addition to addressing the Commission's current financial situation, the proposed toll adjustment would establish a new two-tier toll pricing framework, provide funds for needed capital projects, and ensure payment of Commission financial obligations for the foreseeable future.
- Toll collection is a user-based fee, and the original funding method to construct and maintain infrastructure, with a long history in our country, and not "a crock."

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Garrahan, Serena	Bucks County, PA.	Feb. 25 4:56 p.m.	Opposes elimination of commuter discount
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**ONLINE FORM COMMENT: I understand the financial strain caused by covid 19 but please understand this affects the toll payers as well. I am not opposed to the .25 rate**

**increase in the ez pass rate on the scorer's fall bridge but I do not agree that this is coupled with a reduction and eventual elimination of the commuter discount.**

Staff response:

- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.
- Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- Unless other agencies reverse rates, this will still be the lowest possible highway bridge toll between Pennsylvania and New Jersey in 2024.

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Kyzer, Anthony	Allentown, PA.	Feb. 26 8:01 a.m.	Enhance the E-ZPass commuter discount
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**ONLINE FORM COMMENT: I need to travel these toll roads every day for work. I'm not supposed to toll increase but I would prefer that there is a deeper discount for easy pass customers who need to use these roads every day.**

Staff response:

- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.
- Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.

- Unless other agencies reverse rates, this will still be the lowest possible highway bridge toll between Pennsylvania and New Jersey in 2024.

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Bush, Anthony	Lower Makefield, PA.	Feb. 26 8:56 a.m.	Opposes E-ZPass toll adjustment for 2024
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**ONLINE FORM COMMENT: The short-term toll hikes are understandable given the effect of the pandemic on revenues over the last year. The longer-term toll hikes proposed for 2024 are not justified and appear to be a money grab. A more logical and reasoned approach would be short-term toll hikes until 2024 to be revisited then. If traffic volumes approach pre-pandemic levels by 2024 there would be no justification for what would have been unplanned toll hikes in 2024.**

Staff response:

- Only the Class 1 passenger E-ZPass toll rate is proposed to be raised in 2024 – a 25-cent increase to \$1.50.
- Staff originally conceived this \$1.50 toll rate to be implemented in 2021, but decided to phase in the increase to 2024 after further deliberations.
- Unless other agencies reverse rates, this proposed \$1.50 toll would still be the lowest possible highway bridge toll between Pennsylvania and New Jersey in 2024.
- The \$1.50 toll would be half of the proposed \$3 Cash/TOLL-BY-PLATE toll.

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Antonello, Patrick	Bristol Township, PA.	Feb. 26 9:04 a.m.	Opposes Scudder Falls toll adjustments
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**ONLINE FORM COMMENT: This toll schedule, especially where it concerns the Scudders Falls Bridge is outrageous. It shouldn't be allowed, permitted, or have even been considered in the first place. I'm disgusted and insulted with this decision. As a commuter and frequent user of this bridge which was free since first erected, we now have to pay for the state of Pa.'s abject failure as a manager of the states infrastructure. Toll commission coffers will be brimming after the new toll goes into effect and yet we'll still hear them crying poor. That organization is a sham and a joke.**

Staff response:

- The Delaware River Joint Toll Bridge Commission is a bi-state agency with a federal Compact. It is not a Pennsylvania state agency.

- There is no such thing as a truly free bridge. Somebody is paying for it somewhere. Depending on the location, bridges are governmentally owned and supported by either tolls or taxes; or – in rare instances – area privately owned and supported by tolls.
- The former bridge at Scudder Falls may have been free to cross, but its operating and maintenance costs were initially shouldered by taxpayers and later by Bridge Commission toll payers – many of whom never used the bridge. The bridge was jointly owned by New Jersey and Pennsylvania from June 1961 through June 1987 and the two states sent tax subsidies to the Bridge Commission to keep the crossing in operation. After ownership was transferred to the Commission on July 1, 1987, a share of the revenue collected at the Commission’s seven toll bridges were used to pay for the bridge’s operation and maintenance.
- The former Scudder Falls Bridge was a heavily congested, accident-prone commuter crossing. Built in 1959 and opened to traffic in 1961, the bridge was classified – before its demise -- as “functionally obsolete” due to capacity limitations, poor roadway geometry and safety concerns. The bridge was at the end of its useful lifespan before being replaced. It carried an average 52,700 vehicles a day in 2018, its last full year of operation. Even that construction-impacted figure exceeded the amount of traffic that the bridge was designed to handle.
- Tolling was instituted on the new Scudder Falls Toll Bridge to pay the costs of its construction and the many other regional transportation improvements included in the soon-to-be-completed 4-1/2-year-long Scudder Falls Bridge Replacement Project. The tolls also help fund the operation, maintenance, repair and capital improvement costs of the Commission’s entire bridge system.
- Current and future users of the new Scudder Falls Toll Bridge are the primary beneficiaries of this new facility and the many other transportation improvements being made under the Scudder Falls Bridge Replacement Project. To absolve these motorists of these costs while charging the Commission’s other toll payers a higher toll would run afoul of the federal requirement that tolls “shall be just and reasonable.”

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Lear, Mary	Pipersville, PA.	Feb. 26 9:09 a.m.	Embraces cashless all-electronic tolling
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**ONLINE FORM COMMENT: Because of covid a few of these proposed changes are out of date already. You will never have anyone collecting cash now. Prices need to be posted for EZ Pass VS Toll by Plate.**

Staff response:

- The Commission still collects Cash at seven of its eight toll bridges.
- Tolls are collected via a cashless all-electronic toll system at the Commission’s new Scudder Falls (I-295) Toll Bridge, with lower rates for E-ZPass and higher rates for TOLL-BY-PLATE. Those current rates and proposed toll-adjusted rates are posted on the Commission website.
- Agency staff recognizes that the prevailing trend among toll agencies nationally and regionally is away from Cash collections and toward all-electronic tolling points with E-ZPass and TOLL-BY-PLATE billing.

- A conversion of the seven toll bridges with current mixed-mode E-ZPass/Cash toll collections to all-electronic E-ZPass/TOLL-BY-PLATE tolling also would involve up-front capital project costs. The Commission currently estimates that a system-wide conversion to AET would cost in excess of \$48 million.

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Leitman, Ken	Bucks, PA.	Feb. 26 9:10 a.m.	Opposes adjustment
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**ONLINE FORM COMMENT: People have been hit hard by covid. We have seen food prices double and many people out of work. Causing more financial stress now would be unconscionable. NJ also just raised tolls. Could not pick a worse time to do this. PA raising income tax too.**

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities brought on by the coronavirus, lockdowns, and the fragile recovery and the resulting long-term impacts to job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.

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Conner, Gary	Horsham Twp., PA.	Feb. 26 9:24 a.m. PHONE	Urges all-electronic toll collection at all bridges
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**TELEPHONE ANSWERING SERVICE CALL: My name is Gary Connor. G-A-R-Y C-O-N-N-E-R. I lived in Horsham Township, Montgomery County, Pennsylvania and have been for many years. I just want to know why your proposal does not include eliminating toll takers. They cost a tremendous amount and they're not necessary anymore. It just doesn't make any sense. You have to get to the 21<sup>st</sup> century because living in the 18<sup>th</sup> century is long gone. This is unacceptable – totally. Other states have completely eliminated toll takers and we should have years ago. Goodbye!**

Staff response:

- The Delaware River Joint Toll Bridge Commission is a bi-state agency, not a Pennsylvania state agency.

- The proposed toll adjustment is constructed to provide the funding that the Commission needs to operate and maintain its transportation facilities, ensure the fulfillment of its public service mission, and meet its long-term financial obligations. Toll schedules should be constructed for the purpose of raising needed funds, not “eliminating toll takers.”
- With respect to the assertion that the Commission is somehow ignoring 21<sup>st</sup> century technology or advances, we must respectfully point out that the Commission opened its first cashless all-electronic tolling (AET) collection point at the first completed span of the new Scudder Falls (I-295) Toll Bridge in July 2019.
- Likewise, Commission staff is acutely aware that cashless AET systems are the growing trend internationally, nationally and, now, regionally. They are now in use at the Governor Mario M. Cuomo Bridge (former Tappan Zee), at Metropolitan Transportation Authority crossings like the Verrazano-Narrows Bridge, and along the entire length of the Pennsylvania Turnpike. The Port Authority of New York and New Jersey also is converting its vehicular crossings to cashless, and already has such systems at the Holland Tunnel and three Staten Island bridges.
- It might be argued in some quarters that the proposed toll adjustment’s two-tier toll-pricing framework would allow the Commission to undertake an immediate conversion of its mixed-mode E-ZPass/Cash toll plazas to AET technology without any trouble, but that would be a false assumption.
- The fact is that any prospective AET conversion would require planning, time and expense. Current engineering estimates show it would cost the Commission – and, ultimately, its toll payers -- \$48 million to carry out such a conversion.
- However, if the Commission were to take a leap toward AET, it would be for the broad and defensible purposes of enhancing customer experience at our toll bridges, promoting safety, and reducing traffic congestion, air pollution and fuel consumption – AND not a wholly punitive aim of “eliminating toll takers.”

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Mrozinski, Michael Pike County Council of Governments (COG)	Pike County, PA.	Feb. 26 9:30 a.m.	Pike County Council of Governments opposes adjustment Opposes commuter discount elimination
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**ONLINE FORM COMMENT: The Pike County Council of Governments (COG) motioned unanimously to oppose the rate hike as proposed. The Milford-Montague bridge provides essential passage for services for Pike County residents. The rationale for the rate hike is loss of revenue due to COVID. This reduction will be temporary although the increase will be permanent and the COG found this unacceptable, especially the reduction and termination of the commuter discount. The Pike County COG recommends rescinding this proposal and restructuring DRBC finances until stabilization occurs similar to all other businesses dealing with lost revenue during this crisis.**

Staff response:

- Note: Michael Mrozinski is planning director at the Pike County Office of Community Planning.
- The Commission never said that the “rationale” for the proposed toll adjustment was solely a loss of revenue due to COVID. The first paragraph of the Commission’s press release announcing the toll adjustments is transparent in stating a broader need and purpose: “proposed system-wide toll adjustments to offset continuing COVID-19-induced toll revenue declines, ensure payment of financial obligations and provide funding for planned capital projects throughout the agency’s Pennsylvania-New Jersey service region.”
- The press release and subsequent communications – notably the executive director’s statement prefacing each toll hearing and posted online – further explain that the proposed adjustment would establish a two-tier system of toll rates, under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with Cash or license-plate-billing collection methods.
- These underlying reasons for the toll adjustment are noteworthy distinctions. The pandemic and economic recession may have been the impetus for having to look at prospective toll adjustments in the first place, but the resulting toll adjustments address other issues that have arisen since the Commission last implemented a system-wide toll adjustment 10 years ago. The proposed adjustments would collectively enable the Commission to fulfill its regional transportation mission for the foreseeable future.
- There are no guarantees that the current reduced traffic volumes are temporary. The pandemic and recession have ushered in profound changes in the way Americans commute (work from home), shop (online commerce), and travel (staycations).
- The Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when last setting rates system-wide 10 years ago.
- As has been cited elsewhere in this report, any deferral or delay in confronting the Commission’s current financial situation would necessitate even steeper toll increases at a later date.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment would phase out this nearly 20-year-old program over the next three years.
- Going forward, the Commission’s toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- Unless other agencies reverse rates, this E-ZPass rate would still be the lowest possible highway bridge toll between Pennsylvania and New Jersey in 2024.

- Likewise, motorists without E-ZPass would still be afforded the lowest passenger vehicle cash toll rate -- \$3 -- for a highway bridge linking Pennsylvania and New Jersey.

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Mrozinski, Michael Pike County Planning Board	Milford, PA.	Feb. 26 9:45 a.m.	Pike County Planning Commission opposes toll adjustment Opposes commuter discount elimination
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**ONLINE FORM COMMENT: The Pike County Planning Commission (PCPC) motioned unanimously to oppose the rate hike as proposed. The Milford-Montague bridge provides essential passage for services for Pike County residents. The rationale for the rate hike is loss of revenue due to COVID. This reduction will be temporary although the increase will be permanent and the COG found this unacceptable, especially the reduction and termination of the commuter discount. The PCPC recommends rescinding this proposal and restructuring DRBC finances until stabilization occurs similar to all other businesses dealing with lost revenue during this crisis.**

Staff response:

- Note: Michael Mrozinski is planning director at the Pike County Office of Community Planning and the wording of this submission is virtually identical to the Pike County Council of Government's motion.
- The Commission never said that the "rationale" for the proposed toll adjustment was solely a loss of revenue due to COVID. The first paragraph of the Commission's press release announcing the toll adjustments is transparent in stating a broader need and purpose: "proposed system-wide toll adjustments to offset continuing COVID-19-induced toll revenue declines, ensure payment of financial obligations and provide funding for planned capital projects throughout the agency's Pennsylvania-New Jersey service region."
- The press release and subsequent communications – notably the executive director's statement prefacing each toll hearing and posted online – further explain that the proposed adjustment would establish a two-tier system of toll rates, under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with Cash or license-plate-billing collection methods.
- These underlying reasons for the toll adjustment are noteworthy distinctions. The pandemic and economic recession may have been the impetus for having to look at prospective toll adjustments in the first place, but the resulting toll adjustments address other issues that have arisen since the Commission last implemented a system-wide toll adjustment 10 years ago. The proposed adjustments would collectively enable the Commission to fulfill its regional transportation mission for the foreseeable future.
- There are no guarantees that the current reduced traffic volumes are temporary. The pandemic and recession have ushered in profound changes in the way Americans commute (work from home), shop (online commerce), and travel (staycations).



- The Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when last setting rates system-wide 10 years ago.
- As has been cited elsewhere in this report, any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment would phase out of this nearly 20-year-old program over the next three years.
- Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- Unless other agencies reverse rates, this E-ZPass rate would still be the lowest possible highway bridge toll between Pennsylvania and New Jersey in 2024.
- Likewise, motorists without E-ZPass would still be afforded the lowest passenger vehicle cash toll rate -- \$3 – for a highway bridge linking Pennsylvania and New Jersey.

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Wessel, Kevin	Phillipsburg, N.J.	Feb. 26 10;10 a.m.	Opposes adjustment Decrease expenditures
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**ONLINE FORM COMMENT:** Less traffic should mean less maintenance. That should equal less expense. Less traffic should equal less staff. That should equal less expense. If this was a household the idea would be to decrease expenditure and work within a budget. Why is it when we deal with anything government related the first idea is to raise the price? 2012 Rep. Joe Emrick, R-Northampton "It's nothing but a rogue government agency that's able to function without accountability to the people," he said of the commission. 2003 Sen. Lisa Boscola, D-18 "These are the same people who just bludgeoned thousands of commuters with an excessive toll increase — and they want a raise for doing a good job?" asked Boscola in a written statement. "That's like tipping the pick-pocket for stealing your wallet. They don't deserve a pay raise, they deserve to be fired." <https://www.mcall.com/news/mc-xpm-2003-06-10-3467265-story.html>

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.

- The Commission's toll adjustment stems from the current financial realities brought on by the coronavirus, lockdowns, and the fragile recovery and the resulting long-term impacts to job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- Less traffic does not mean that you plow less snow; that you de-ice less; that fewer potholes arise from freezing-and-thawing temperatures; that storm drains clog less; that less tree trimming is needed; that weight-restricted toll-supported bridges no longer need protection; or that emergency responses can be compromised. The Commission provides many services required to effectuate safe and efficient travel between the states.
- While the coronavirus, lockdowns and fragile recovery prompted staff to examine toll adjustment actions, the resulting proposed toll schedules were crafted with a broader purpose. In addition to addressing the Commission's current financial situation, the proposed toll adjustment would establish a new two-tier toll pricing framework, provide funds for needed capital projects, and ensure payment of Commission financial obligations for the foreseeable future.
- The Commission did not propose toll adjustments as a first step. The agency actually took a series of proactive steps to forestall potential toll adjustments:
  - Job hiring was halted after the Commission's February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.

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Dooley, Joseph	Milford Borough, PA.	Feb. 26 10:44 a.m.	Opposes adjustment Cut expenses, staff Keep commuter discount
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**ONLINE FORM COMMENT:** I am writing to express my opposition to the proposed rate increase by the DRJTBA. This request for an increase during the Covid pandemic and because of the Covid pandemic is unwarranted. The pandemic will soon end yet the rate increase will stay which is unfair if you are at least part blaming the requested increase on the loss of revenue during the pandemic. Perhaps you should have reduced staff and other expenses at this time like most of the business world did. The requested elimination of the commuter break is also unwarranted and unfair. Based on what I have seen while using your bridges you spend too much time and money on things unrelated to bridge maintenance and safety. The large lawn near the Milford bridge is wasteful as are the two bridge police officers in Easton, PA. Do you think someone is still going to steal this bridge? I would like to reiterate my strong opposition to this increase since you first need to reduce expenses.

Staff response:

- The Commission has not implemented a system-wide toll adjustment in 10 years.
- As has been cited elsewhere in this report, any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.
- While the coronavirus, lockdowns and fragile recovery prompted staff to examine the need for higher toll rates, the resulting proposed toll schedules were crafted with a broader purpose. In addition to addressing the Commission's current financial situation, the proposed toll adjustments would establish a new two-tier toll pricing framework, provide funds for needed capital projects, and ensure payment of Commission financial obligations for the foreseeable future.
- The proposed two-tier pricing structure for the Commission's eight toll bridges would establish a framework under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with Cash or license-plate-billing collection methods.
- There are no guarantees that the current reduced traffic volumes are temporary. The pandemic and recession have ushered in profound changes in the way Americans commute (work from home), shop (online commerce), and travel (staycations).
- The Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when last setting rates system-wide 10 years ago.
- The agency actually took a series of proactive steps to forestall potential toll adjustments:
  - Job hiring was halted after the Commission's February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.
- With respect to the bridge monitors at the Commission's weight-restricted bridge at Easton (the Northampton Street Toll-Supported Bridge), they are an absolute necessity. That is the second oldest bridge in the Commission's system and there is only one other bridge of that particular design in the entire world – the Liberty Bridge in Budapest, Hungary.
- Operationally, the Northampton Street Bridge has limited capacity and a weight restriction prohibiting vehicles in excess of three tons. The primary function of the bridge monitors posted at this location is to prevent passage of vehicles in excess of that three-ton limit. And they do that job very well. Last year alone, they prevented the crossings of 5,439 overweight/oversized vehicles. Over the years, these bridge monitors have prevented attempted suicides, performed first-aid, and assisted local and state police in emergencies and criminal investigations.

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Starrs, Adele Township Committee	Knowlton Township, N.J.	Feb. 26 10:54	Conveyance of municipal resolution
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**ONLINE FORM COMMENT: Please find the following resolution, approved by vote of the Knowlton Township Committee on February 25, 2021, regarding the proposed toll increase:**

**TOWNSHIP OF KNOWLTON COUNTY OF WARREN, STATE OF NEW JERSEY RESOLUTION  
2021-31 RESOLUTION ON THE PROPOSED DELAWARE RIVER JOINT TOLL BRIDGE  
COMMISSION TOLL INCREASES**

**WHEREAS, at 50.7 cents per gallon, New Jersey has the fourth highest gas tax in the United States, making it a very expensive state to drive in; and**

**WHEREAS, New Jersey has the highest property taxes in the nation, making it a very expensive state to live in; and**

**WHEREAS, the median household income in Warren County is almost \$16,000 lower than the New Jersey state median, giving local residents 18.4 % less income than their neighbors to spend; and**

**WHEREAS, many Knowlton Township residents commute daily across a DRJTBC bridge for work and to reach the closest hospital and major shopping centers; and**

**WHEREAS, the toll proposal would reduce discounts currently provided to drivers who made more than 16 tolled trips each month from 40% to 20% thereby increasing costs to locals; and**

**WHEREAS, the trucking industry plays an essential role in the American economy, moving 70% of all freight in the United States, and faces narrow profit margins; and**

**WHEREAS, several trucking businesses are based in Knowlton Township and daily cross a DRJTBC bridge; and**

**WHEREAS, the reason cited for the rate increase is "to offset continuing COVID-19-induced toll revenue decline" that was 23.6% less than the previous year; and**

**WHEREAS, in the year prior to the pandemic, DRJTBC's operating revenues topped \$144.9 million, an increase of more than 10.2% from the previous year; and**

**WHEREAS, the COVID-19 pandemic is not permanent and traffic volume and revenue will rebound; and**

**WHEREAS, other bridge agencies, including the Delaware River Port Authority (DRPA), have announced they will not increase tolls on their bridges, despite similar decreases in revenue due to the pandemic; and**

**WHEREAS, the Scudder Falls Bridge, which began collecting tolls in the second half of 2019, represents a new, additional revenue stream for the Delaware Bridge Joint Toll Bridge Commission; and**

**WHEREAS, the proposed toll increase is a tax; and**

**WHEREAS, government agencies best serve the public when they cut expenses, such as downsizing renovation plans and negotiating personnel concessions, rather than increasing taxes; and**

**WHEREAS, government agencies best serve the public when they do not increase taxes permanently in response to temporary decreases in revenue.**

**NOW, THEREFORE, BE IT RESOLVED, the Township of Knowlton, as a community adjacent to the I80 Delaware Water Gap Toll bridge, requests an exemption in tolls on that bridge for Knowlton residents and businesses.**

**BE IT FURTHER RESOLVED, the Township of Knowlton requests that if a blanket exemption for Knowlton residents and businesses is not feasible, then a schedule of several days per month that local residents and businesses may cross the bridge without toll is hereby requested to ease the impact on local communities. February 25, 2021**

Staff response:

- Note: Adele Starrs is Knowlton Township's Mayor.
- The Commission does not receive gas tax revenues from the State of New Jersey (or, for that matter, the Commonwealth of Pennsylvania and the federal government).
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment would phase out this nearly 20-year-old program over the next three years.
- Going forward, the Commission's toll rates would incentivize E-ZPass use. If the proposed toll-adjustments were to be approved and fully implemented, the E-ZPass car toll in 2024 would be \$1.50 – one half of the cost of the Cash/TOLL-BY-PLATE charge for this vehicle class.
- Unless other agencies reverse rates, this E-ZPass rate would still be the lowest possible highway bridge toll between Pennsylvania and New Jersey in 2024.
- The proposed toll adjustments for trucks and other commercial vehicles are modest. If those rates were to be approved and implemented, they would maintain the Commission's significant competitive edge for movements of overland freight across the river in comparison to the rates of other toll agencies along the river.
- The proposed toll adjustment was not developed solely to address the substantial toll revenue declines the Commission has experienced in the wake of the COVID-19 pandemic. While the

pandemic and the economic recession it induced prompted staff to examine possible toll increases, the resulting proposed toll adjustment has a broader scope and purpose. The Commission has been transparent about this in its communications.

- In addition to addressing the Commission’s current financial situation, the proposed toll adjustments would establish a new two-tier toll pricing framework, provide funds for needed capital projects, and ensure payment of Commission financial obligations for the foreseeable future.
- The proposed two-tier pricing structure for the Commission’s eight toll bridges would establish a framework under which Cash/TOLL-BY-PLATE customers would pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with Cash or license-plate-billing collection methods.
- There are no guarantees that the current reduced traffic volumes are temporary. The pandemic and recession have ushered in profound changes in the way Americans commute (work from home), shop (online commerce), and travel (staycations).
- The Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when last setting rates system-wide 10 years ago. Knowlton Township cannot predict the future either.
- The reference to the Delaware River Port Authority (DRPA) omits that the DRPA is receiving \$40 million of 2020 federal CARES Act funding to compensate for COVID-related losses on its commuter rail line. This funding provided toll relief for the agency, since its toll collections help subsidize its rail services. The Commission’s proposed two-tier passenger toll rates for 2021 -- \$1.25 for E-ZPass and \$3 for Cash/TOLL-BY-Plate -- are both lower than the DRPA’s \$5 passenger vehicle toll rate.
- The new Scudder Falls Toll Bridge is a relatively new revenue source for the Commission. However, toll collections at that bridge were lower than projected for 2020. This was not an outlier; toll collections were reduced at each of the Commission’s eight toll bridges in 2020 and that downward trend has carried over into 2021.
- The Knowlton resolution fails to mention that the Commission took a series of proactive steps to reduce expenditures before pursuing its proposed toll adjustments:
  - Job hiring was halted after the Commission’s February 2020 meeting;
  - New capital projects were postponed and remain on hold to this day;
  - Discretionary spending lines were cut by 10 percent;
  - Salaries were frozen in the 2021 operating budget.
- The Commission is prohibited under its Trust Indenture from bestowing a Knowlton-resident toll reduction. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” Toll holidays also are not authorized.
- The Commission assesses tolls based on a vehicle’s (or combined vehicle’s) height and number of rolling axles. The proposed toll adjustments – if approved – would modify this by adding the method of toll payment (E-ZPass versus Cash/TOLL-BY-PLATE) as another toll-assessment factor. A motorist’s residency does not enter into the equation. To do otherwise would run afoul of the federal stipulation that tolls “shall be just and reasonable.”

- As has been cited elsewhere in this report, any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.
- The Commission has not implemented a system-wide toll adjustment in 10 years.
- If the proposed toll adjustment schedules for 2021 and 2024 were to be approved, the Commission's passenger vehicle rates (\$1.25 for E-ZPass and \$3 for (Cash/TOLL-BY-PLATE) would still rank as the lowest highway bridge tolls between Pennsylvania and New Jersey.

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Cuntala, Kathy	Knowlton, N.J.	Feb. 26 11:05 a.m.	Lower rates for locals
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**ONLINE FORM COMMENT:** This toll increase seems very excessive. Especially to the residents of our town who travel over the bridge very frequently. Perhaps a rate adjustment for towns in a certain proximity can be considered.

Staff response:

- The Commission assesses tolls based on a vehicle's profile (height) and number of rolling axles. A driver's residency does not enter into the equation.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls be applied "regardless of the status or character of any Person participating in the traffic."
- The vast majority of the Commission toll bridges are primarily used by commuters and area residents. They are the primary beneficiaries of the multiple improvement projects that have been conducted at these river crossings since 2001 and that are slated to be conducted through funding arising from the proposed toll adjustment. To reduce tolls for local residents while charging others a higher toll would run afoul of the federal requirement that tolls "shall be just and reasonable."

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Raser, Keith	Shohola, PA.	Feb. 26 11:26 p.m.	Opposes \$3 cash toll
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**ONLINE FORM COMMENT:** As a life-long Pike County resident, and an elected Supervisor in Shohola Township, I strongly object to the proposed toll increase. To raise the toll from \$1 to \$3 is absurd, and shows no concern for those who must cross the bridges for work, pleasure, or other reasons. An increase of .50 would be tolerable, and even that is hard to justify during a pandemic. I strongly suggest you rethink this proposed increase. Thank you

Staff response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed \$3 rate for Class 1 passenger-vehicle drivers paying cash reflects that higher collection cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing Cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Dapkins, Mathew	Hope Township, PA.	Feb. 26 11:30 a.m.	Opposes combination of higher toll and reduction/elimination of commuter discount
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**ONLINE FORM COMMENT:** As a commuter who lives, raises a family, pays taxes to and chooses to reside in NJ but works in PA I am vehemently opposed to the toll hike along with the structure of the Ezpass discount. I now travel at least 16 times across the Delaware Water Gap bridge a month and receive a 40% discount, not only are you increasing the base toll price by 25% you are Lessing the percentage of my 16 plus trip discount down to 20%. One or the other would be a bitter pill, but to receive a hit on both ends is un-palatable.

Staff response:

- The Commission has gone 10 years without a system-wide toll adjustment.
- The proposed 25-cent increase in the 2021 Class 1 passenger vehicle E-ZPass toll rate to a \$1.25 charge would still be the lowest highway bridge toll between Pennsylvania and New Jersey.
- The additional proposed 25 cent increase in the 2024 Class 1 passenger vehicle E-ZPass toll rate to a \$1.50 charge would still be the lowest highway bridge toll between Pennsylvania and New Jersey.
- If the proposed toll adjustments were to be approved, the resulting \$1.50 E-ZPass rate for a Class 1 passenger vehicle would be half of the \$3 Cash/TOLL-BY-PLATE rate for the same vehicle.
- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.

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Simpson, Debbie	Northampton County, PA.	Feb. 26 11:38 a.m.	Bad time to raise tolls
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**ONLINE FORM COMMENT:** It seems like the toll increase and lack of in person meetings are all being blamed on COVID. This is a crucial time for so many families who have had dramatic income reductions if not complete loss. The insurance companies are sending



**rebates to their customers, due to the reduction of driving which means the bridges must be having a reduction in usage...so we are increasing?? Social distancing has been successful in many in person meetings. Not a good excuse..No increases until the econmy is back to 'normal' as we are promised.**

Staff response:

- The long-term financial consequences of the pandemic and the economic recession it induced forced the consideration of proposed toll adjustments.
- The reality is that travel patterns have changed as the coronavirus, lockdown and the fragile recovery are affecting job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.
- There are no guarantees that the current reduced traffic volumes are temporary. The pandemic and recession have ushered in profound changes in the way Americans commute (work from home), shop (online commerce), and travel (staycations).
- The Commission cannot predict what the future holds any more than it could have predicted the current pandemic and economic recession when last setting rates system-wide 10 years ago.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The use of virtual toll hearings for this toll adjustment process was a necessity, not an "excuse." The coronavirus pandemic has been the greatest threat to public health in generations. The virtual hearings were prudent.

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Pike, Annie	Knowlton, N.J.	Feb. 26 11:45 a.m.	Bad time to raise tolls Lower rates for locals
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**ONLINE FORM COMMENT: For people who live on the border of Pennsylvania and New Jersey with limited access to retail stores We rely heavily on going across the Delaware water Bridges. An increase in the fair especially now when many of us are out of work and will not return to permanent jobs is a hardship. Perhaps residents within a 20 mi area of the bridges can get acknowledged with cheaper rates when they cross the bridge closest to their home this can be done I'm sure through the E-ZPass system. Thank you**

Staff response:

- Any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism. The Commission recorded 11.8 million fewer toll transactions than had been anticipated in 2020, a 23.6 percent decline. As a result, the

Commission collected \$14,484,007 less in tolls than projected, a 9.36 percent reduction. The declines have continued through the first two months of 2021.

- As a total schedule, the Commission would continue to offer the lowest highway bridge toll rates between Pennsylvania and New Jersey if the proposed toll adjustments were to be approved and implemented.
- The Commission assesses tolls based on a vehicle's (or combined vehicle's) height and number of rolling axles. The proposed toll adjustments – if approved – would modify this by adding the method of toll payment (E-ZPass versus Cash/TOLL-BY-PLATE) as another toll-assessment factor. A motorist's residency simply does not enter into the equation.
- The Commission's toll bridges are primarily used by commuters and resident within 20 miles of the river. As such, they are the primary beneficiaries of the multiple improvement projects that have been conducted at these river crossings since 2001 and that are slated to be conducted through funding arising from the proposed toll adjustment. To reduce tolls for local residents while charging others an exorbitant toll would run afoul of the federal requirement that tolls "shall be just and reasonable."

Craig Lewis	Hamilton, PA.	Feb. 26 12:16 p.m.	Supports adjustment
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**ONLINE FORM COMMENT: I fell it's a good idea for new tolls, I also think the tolls coming from New Jersey should go up to pay for more State Police to stop all the speeder coming from New York and New Jersey. The speed limit is only 50 and they drive by you like your setting still. The only vehicles I see stop are 18 wheelers. So I say new tolls and higher tolls Thank You Craig Lewis**

Staff response:

- The Commission is authorized to charge tolls to fund its operations and services, conduct capital projects, and meet its long-term financial obligations. It does not use tolls as a punitive or speed-enforcement measure. To do otherwise, would run afoul of the federal stipulation that tolls "shall be just and reasonable."

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McCoy, Robert	Monroe County, PA.	Feb. 26 12:49 p.m.	Opposes \$3 cash toll
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**ONLINE FORM COMMENT: A two hundred percent increase on cash paying commuters is highway robbery. Pun intended.**

Staff response:

- Cash tolls are more expensive to collect than E-ZPass and the proposed \$3 rate for Class 1 passenger-vehicle drivers paying Cash reflects that higher collection cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing Cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Clasen, Jack	Knowlton, N.J.	Feb. 26 12:51 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: NJ already taxes the hell out of us. Why would we pay more money to cross a bridge? You have less employees manning the toll booths than ever. Either keep the current rates, or even decrease it. What the hell are we paying for?**

Staff response:

- The Commission does not receive any funding from New Jersey or Pennsylvania.
- It also does not get a share of state or federal gas-tax revenues.
- Tolls are the Commission's ultimate funding source.
- The Commission operates 24 hours a day, 7 days a week to move commuters, travelers and commerce. Our bridges are economic necessities. They must remain open and be maintained. The agency can't shirk responsibilities like public safety and security, or plowing and de-icing in winter storms, or collecting tolls to fund operations and financial obligations.
- The current operating budget, 18 years of annual audits, 15 years of meeting minutes, and 14 years of annual inspection reports are posted and viewable on the Commission website. The 2019 inspection report identifies nearly \$1.6 billion in capital projects and expenditures that have been completed since 2001, are in the process of execution, or are proposed to be performed in coming years.

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Smith, Maty	Blairstown, N.J.	Feb. 26 1:21 p.m.	Opposes \$3 Cash toll
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**ONLINE FORM COMMENT: prove that you need to increase the tolls to maintain the bridges. tolls are not another source of revenue for the states. come on. a 300% increase is a complete rip. off and you jerks know it.**

- The Commission is not a state agency.
- The Commission does not receive any funding from New Jersey or Pennsylvania.
- It also does not get a share of state or federal gas-tax revenues.
- The Delaware River Joint Toll Bridge Commission's authority to toll has always been rooted in its Compact, first jointly enacted by the states of New Jersey and Pennsylvania in 1934 and ratified by Congress in 1935 in accordance with the Compact Clause to the U.S. Constitution. That authority has been reaffirmed in court decisions and subsequent Compact changes.
- Since 1987, tolls have been the sole funding means for the Commission's operations, services, capital improvements and long-term financial obligations. The Commission operates as a wholly self-funded entity without any tax revenues from either of its two jurisdictional states or the federal government. Funding for the operation, maintenance and upkeep of its bridges and service-delivery system is solely derived from revenues collected at its toll bridges.

- The highest increase under the proposed toll adjustments is the Cash toll rate for Class 1 passenger vehicles – from the current \$1 rate to a new \$3 charge on or after April 3, 2021.
- Cash tolls are more expensive to collect than E-ZPass and the proposed \$3 rate for Class 1 passenger-vehicle drivers paying Cash reflects that higher collection cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing Cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Schmitt, Cheryl	Porter Twp., PA.	Feb. 26 1:40 p.m.	Opposes commuter discount elimination
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**ONLINE FORM COMMENT: Understand a slight rate increase but strongly object to loss of computer discount**

Staff response:

- The Commission established a frequency-based E-ZPass commuter discount program as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment calls for phasing out this nearly 20-year-old program over the next three years.
- If the proposed toll adjustments were to be approved, the resulting \$1.50 E-ZPass rate for a Class 1 passenger vehicle would be half of the \$3 Cash/TOLL-BY-PLATE rate for the same vehicle.

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Barinas, Joseph	Hardwick, N.J.	Feb. 26 1:45 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: The toll hike is a financial hardship on me & my family. Those on a fixed income are financially burdened by a toll increase. Please reconsider it.**

Staff response:

- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest Class 1 passenger vehicle toll rates – E-ZPass or Cash/TOLL-BY-PLATE – for travel across the river between Pennsylvania and New Jersey.

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Flanagan, Wendy	Blairstown, N.J.	Feb. 26 1:47 p.m.	Bad time to raise tolls Opposes adjustment
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**ONLINE FORM COMMENT:** Raising the tolls hurts everyone. It traps poor people within a local footprint, unable to travel, thereby keeping people impoverished and feeding the online mail order economy. Dont kill the potential for economic recovery by trapping people with tolls. We dont even go to NYC at all anymore because of the tolls. The same will be true of PA. We will not pay to shop 15 minutes into PA if it costs too much to cross the border.

Staff response:

- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest passenger vehicle toll rates – E-ZPass or Cash/TOLL-BY-PLATE – for travel across the river between Pennsylvania and New Jersey.
- Any deferral or delay in confronting the Commission’s current financial situation would necessitate even steeper toll increases at a later date.

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Gettler, William	Wantage, N.J.	Feb. 26 2:10 p.m. PHONE	Opposes \$3 Cash toll
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**TELEPHONE ANSWERING SERVICE CALL:** This is William Gettler, residing in Wantage New Jersey. Since I live in Sussex County and I don't use the Interstate Highway System, I don't have E-ZPass on my car. Just to increase the toll from \$1 to \$3 on the Milford Bridge is obscene. The only time we go to Milford is to have a nice dinner at one of the restaurants. We'll have to figure now the meal is going to be \$2 more expensive. Or we can just go and cross over in Port Jervis, use Route 6, and just use the bridge on the way back and not on the way there. Again, I believe the increase is obscene. A dollar to a dollar and a half I think would be fine, but the \$3 is way too much. Thank you. Bye.

Staff response:

- The proposed increase for Cash transactions is part of a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission’s Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.

- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest Class 1 passenger vehicle rates – E-ZPass or Cash/TOLL-BY-PLATE – for a highway toll bridge between New Jersey and Pennsylvania.

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Csezmadia, Scott	Knowlton, N.J.	Feb. 26 2:53 p.m.	Opposes adjustment
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**ONLINE FORM COMMENT: This is absolutely ridiculous! Living so close to the border and using the toll so often adds up quickly already.**

Staff response:

- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest passenger vehicle toll rates – E-ZPass or Cash/TOLL-BY-PLATE – for a highway toll bridge between New Jersey and Pennsylvania.
- Due to proximity, the Commission’s bridges are primarily used by the roughly 2 million residents living and working within its bi-state service jurisdiction. As such, they are beneficiaries of the Bridge Commission bridges, related transportation facilities, and services which are ultimately funded through tolls.

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Hartig, Ann	Knowlton, N.J.	Feb. 26 3:16 p.m.	Opposes adjustment E-ZPass billing issue
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**ONLINE FORM COMMENT: I have a business across the river. My husband has a 2 axel duel wheel. Your ez pass charges us more \$\$ Than should. It is not accurate. Also the increase is ridiculous since if you go to this it will not increase employees. Also still arguing what we were charged when Covid shutdown ocured.**

Staff response:

- A dual-axle pickup truck with dual-rear wheels would be classified at a Commission tolling point as a Class 1 passenger vehicle, providing it is less than eight-feet high and does not have a trailer in tow. The current E-ZPass base toll would be \$1.25 at the new Scudder Falls (I-295) Toll Bridge and \$1 at the Commission’s seven other toll bridges. The E-ZPass rate for this vehicle is proposed to rise by 25 cents this year to \$1.25 at the seven older Commission tolling points and another 25 cents to \$1.50 at all eight tolling points in 2024.
- As for the proposed increase in the Cash toll rate for this vehicle, Cash tolls are more expensive to collect than E-ZPass. The proposed \$3 rate for Class 1 passenger-vehicle drivers paying cash reflects that higher collection cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing Cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.
- It’s unclear what this individual’s E-ZPass billing issue is and whether it even involves a Commission tolling point. It’s possible it involves late fees on a Toll-by-Mail invoice that was issued when the Commission temporarily suspended cash toll collections during the severe

COVID-19 pandemic spike in the spring of 2020. Commission staff will attempt to contact the individual to see if the E-ZPass customer service staff can assist her.

---

Hamill, Kristen	Knowlton, N.J.	Feb. 26 3:21 p.m.	Bad time to raise tolls
-----------------	----------------	-------------------	-------------------------

**ONLINE FORM COMMENT: To impose a toll increase on drivers at this time is not practical. People are out of work and gas prices are quickly increasing. You are making it even more difficult for residents that are already strapped for funds to be able to cross state lines and shop in other communities. Please reconsider this increase.**

Staff response:

- Any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.
- The Commission's toll adjustment stems from the current financial realities arising from changed travel patterns as the coronavirus, lockdowns and a fragile recovery have affected job commuting, shopping, and tourism.
- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest Class 1 passenger vehicle toll rates – E-ZPass or Cash/TOLL-BY-PLATE – for travel across the river between Pennsylvania and New Jersey.
- Due to proximity, the Commission's bridges are primarily used by the roughly 2 million residents living and working within its bi-state service jurisdiction. As such, they are primary beneficiaries of the Bridge Commission's bridges, related transportation facilities, and services which are ultimately funded through tolls.

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Lucas, Alexis	Blairstown, N.J.	Feb. 26 3:28 p.m.	Opposes \$3 Cash toll Opposes cashless tolling
---------------	------------------	-------------------	------------------------------------------------------

**ONLINE FORM COMMENT: Why does it seem like you want to punish people that use cash instead of an ez card? Cash should be less than an ez pass prices for sure because it can take days to get those funds out of peoples bank accounts. Cash prevents people from running tolls if their bank account don't have the funds. Stop trying to make this world cashless.**

Staff response:

- This commenter is confusing the immediacy of a toll's collection with the actual costs of respective toll collection methods.
- Cash tolls are more expensive to collect than E-ZPass. The proposed \$3 rate for passenger-vehicle drivers paying cash reflects that higher collection cost. This proposed rate would relieve E-ZPass customers of the burden of subsidizing Cash toll payers. E-ZPass customers now represent 75 percent of toll payers system-wide.

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Kise, Kristen	Knowlton, N.J.	Feb. 26 3:40 p.m.	Opposes \$3 Cash toll
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**ONLINE FORM COMMENT:** I no longer have easy pass because they were constant charges on my account for crossing the bridge that were not valid. I got tired of fighting it so I canceled my account now I pay cash, to triple the amount of the cash toll is absolutely unacceptable. Is the end goal here to force people to get easy pass so tolls can be charged that are not valid so E Z Pass can make more money!?!

Staff response:

- A response cannot be provided with respect to the vague E-ZPass billing issue relayed in this comment.
- Nobody is forced to get E-ZPass. The proposed increase for Cash transactions is part of a two-tier rating structure that would base tolls according to costs associated with each respective collection method. Lower rates would be assigned to E-ZPass transactions because they are cheaper to collect. Higher rates would be assigned to Cash/TOLL-BY-PLATE transactions because they are more costly to process and collect. If the proposed toll adjustment schedules were to be approved, E-ZPass motorists would no longer be in a situation where they are subsidizing the higher collection costs of Cash transactions. This two-tier pricing method is the prevailing trend among toll agencies nationally and is already in use at the Commission's Scudder Falls Toll Bridge, which provides lower E-ZPass rates and higher TOLL-BY-PLATE rates.
- E-ZPass is not a profit-making company. It's a trade-marked electronic toll collection system operated in 19 Northeast, Southern, and Midwest states by over 40 participating toll and transportation agencies. The system services more than 27 million accounts, 43 million transponders, and the collection of over \$11.3 billion dollars in electronic tolls. Billions of toll transactions are processed through the system annually. The system is robust and mature; while billing errors might occur, they are the vast exception to the rule.

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Mezzanotte, Tara	Knowlton, N.J.	Feb. 26 3:55 p.m.	Opposes adjustment Opposes commuter discount elimination
------------------	----------------	-------------------	----------------------------------------------------------------

**ONLINE FORM COMMENT:** If the proposed rate was in affect when my children were younger, it might have prohibited them from attending school at Notre Dame - East Stroudsburg, and our daughter may not have been able to swim for the Pocono Family YMCA swim team from age 8 thru 17. Many of us do not view the river as a boundary between states. We rely on the stores and services in PA for our everyday needs - groceries, doctors, restaurants, friends, family, entertainment and more. It is especially



**disappointing to read our frequent toll discount might disproportionately go away while the truck frequent toll discount might remain. This seems extremely unfair and unjust. Please consider a discount for those with zip codes in Knowlton Township and at the very least give us the same discount as trucks for frequent crossing. Thanks you**

Staff response:

- The Commission does not provide – and never has provided – a frequency-based E-ZPass discount for trucks/commercial vehicles.
- The only discount currently afforded to trucks/commercial vehicles is a 10-percent off-peak E-ZPass discount for travel between 9:01 p.m. and 5:59 a.m. This discount would be eliminated this year under the proposed toll adjustments.
- The Commission established a frequency-based E-ZPass commuter discount program for passenger vehicles as an incentive tool when the agency first implemented the electronic toll-collecting service in late 2002. Other E-ZPass-use incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s frequency-based E-ZPass commuter discount actually has come under fire in some quarters because it can be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to this criticism and the complicated process of executing the discounts, the proposed toll adjustment calls for the phasing out of this nearly 20-year-old program over the next three years.
- If the proposed toll adjustments were to be approved, the resulting \$1.50 E-ZPass rate for a Class 1 passenger vehicles in 2024 would be half of the \$3 Cash/TOLL-BY-PLATE rate for the same vehicle.
- Unless other agencies change their rates, both the Commission’s \$1.50 E-ZPass rate and \$3 Cash/TOLL-BY-Plate rate would continue to be the lowest highway bridge tolls between Pennsylvania and New Jersey in 2024.
- The Commission assesses tolls based on a vehicle’s (or combined vehicles’) height and number of rolling axles. The proposed toll adjustments – if approved – would modify this by adding the method of toll payment (E-ZPass versus Cash/TOLL-BY-PLATE) as another toll-assessment factor. A motorist’s residency does not enter into the toll-assessment process.
- The Commission is prohibited under its Trust Indenture from excluding local residents from tolls. The indenture requires tolls be applied “regardless of the status or character of any Person participating in the traffic.”
- To reduce tolls for local residents while charging others an exorbitant toll would run afoul of the federal requirement that tolls “shall be just and reasonable.”
- Due to proximity, the Commission’s bridges are primarily used by the roughly 2 million residents living and working within its bi-state service jurisdiction. As such, they are primary beneficiaries of the Bridge Commission’s bridges, related transportation facilities, and services which are ultimately funded through tolls.

---

Dowd, Edward	Pike, PA.	Feb. 26 3:57 p.m.	Bad time to raise tolls
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**ONLINE FORM COMMENT:** It is my opinion that a total increase at this time is totally unreal. We're facing a major economic downturn, and many people are without work and you want to increase tolls. You're worried about your bond rating, you're worried about your projects the proposed project sustainability. That doesn't seem like a concern to the public it seems like management problem to me. I oppose your proposal in every way at this time, I realize spare a later time when the economy is recovering a job market is recovered review of this increase is reasonable but not at this time. Thank you for your attention.

Staff response:

- If the proposed toll adjustments were to be approved, the Commission would continue to provide the lowest Class 1 passenger vehicle rates – E-ZPass or Cash/TOLL-BY-PLATE – for a highway toll bridge between Pennsylvania and New Jersey.
- Any deferral or delay in confronting the Commission's current financial situation would necessitate even steeper toll increases at a later date.



# Virtual Public Hearings – Feb. 17-18, 2021

## Proposed 2021/2024 Toll Adjustments

**JOSEPH J. RESTA – EXECUTIVE DIRECTOR**



Delaware River  
Joint Toll Bridge  
Commission





# Introduction



- First system-wide toll adjustment in 10 years
- Prompted by continuing traffic and revenue losses arising from the pandemic and recession
- Traffic/revenue declines have carried over into 2021



# Why We Are Here



- Pandemic and resulting recession have changed travel patterns
- During week of April 5 to April 11, 2020
  - Commission experienced 58-percent less traffic than in the last pre-pandemic week of 2020 (March 1-7)
    - 373,120 transactions versus 895,436 five weeks earlier
- Loss of more than \$1 million in one week
  - \$1.945 million April 5-11 compared to \$2.98 million March 1-7



## Year 2020 DRJTBC Weekly Toll Traffic Analysis





# Why We Are Here



- Traffic and revenue improved from late May through December
  - BUT – never returned to normal anticipated levels
  - AND – further worsened the Commission's financial outlook
- 2020 year-end
  - 11.8 million fewer toll transactions
  - Collected 9.36 percent less revenue

# Why We Are Here



- 2020's losses left a big hole in the Commission's finances
  - Net Toll Revenue at year's end –
    - \$14.5 million less than projected
- Earned \$1.3 million less than projected on investments
  - Reinvestment opportunities for the Commission diminished due to lower interest rates



# Cost-Containment Actions



- 2020-21 actions
  - No new hiring since February 2020
  - Postponed new capital project starts
  - 10-percent cuts in discretionary accounts in 2021 operating budget
  - Salary freezes in 2021 operating budget
- Attempted to be included in federal CARES Act stimulus measure but was unsuccessful



# Mission



- Our mission doesn't change in tough economic times
  - Still a 24/7 operation of moving commuters and commerce
  - Bridges and roadways to maintain
  - Ensure public safety and security
  - Plow and salt during winter storms
  - Must collect tolls to fund operations and pay financial obligations



# Unique Mandate



- Operate eight revenue-generating highway toll bridges
- Also operate 12 non-revenue generating, low-capacity bridges
- We call these smaller crossings “toll-supported” bridges because their operating and maintenance costs are paid through a share of the revenue collected at our toll bridges
  - Statutorily required by the two states and Congress under the Compact clause of the U.S. Constitution
- Prohibited from tolling the 12 toll-supported bridges





# Unique Mandate



- The toll-supported bridges provide additional travel options for our patrons
- Last year, these bridges carried twice as much traffic westbound (toll-direction) as they did eastbound (non-toll direction)
- Only bi-state toll agency with such a unique mandate



# Only Recourse



- Commission's ultimate funding source is tolls
  - Do not receive any funding from PA or NJ
  - Do not share in state or federal gas-tax revenues
- Tolls pay the debt-service costs of capital projects
- Pay for plowing, repairs, security, lighting, State Police, etc.
- They support the mission of ensuring safe and efficient travel between the states



# Only Recourse



- Faced with \$14.5 million 2020 revenue loss
- Traffic/revenue declines continuing into 2021
- DRJTBC staff is proposing a system-wide adjustment
- Risk possibility of steeper toll increases later if action is delayed





# Proposed Adjustment



- Proposing a two-tier toll structure like many other agencies are doing
  - E-ZPass customers to pay lower rates
  - Cash/TOLL BY PLATE (Scudder Falls) customers to pay higher rates because those methods cost more to collect
- 75 percent of toll collections now through E-ZPass
- Two-tier structure would encourage more Cash/TOLL BY PLATE conversions to E-ZPass
- Long-term, the comparatively lower E-ZPass rates would generate customer usage instead of outdated discount programs



# Proposed Adjustment




- Toll adjustments to take effect in two stages
  - Majority of adjustments proposed to take effect on or after April 3, 2021
  - Second set of limited adjustments proposed for on or after January 6, 2024
- The proposed 2021 adjustments for our three largest vehicular classifications are as follows:



# Class 1 – Personal Vehicles



VEHICLE DESCRIPTION		TOLL RATES	
		E-Z Pass <i>EZPass</i>	Cash/TOLL-BY-PLATE
2-Axle	 Motorcycles, cars, SUVs and light trucks	\$1.25 20-percent Commuter Discount available*	\$3

- E-ZPass rate increases by 25 cents - \$1.25 rate already charged at Scudder Falls Toll Bridge
- Cash/TOLL BY PLATE increases to \$3



# Class 1 - Trailers



VEHICLE DESCRIPTION		TOLL RATES	
		E-Z Pass <i>EZPass</i>	Cash/TOLL-BY- PLATE
w/trailer	 1-axle trailer in tow  2-axle trailer in tow	\$3.25	\$5

- Bumper-hitch trailers only
- Proposed increase to a \$2 surcharge, irrespective of number of trailer's rolling axles
- Pickups with gooseneck/5<sup>th</sup>-wheel trailers would continue to be charged commercial per-axle rates

# Class 2 – Two-Axles 8-feet +



VEHICLE DESCRIPTION		TOLL RATES	
		E-Z Pass <i>E-ZPass</i>	Cash/TOLL-BY- PLATE
2-Axle		\$9	\$10

- \$4.50 per axle for E-ZPass
- \$5 per axle for Cash/TOLL BY PLATE






# Class 5 – 5-axle Combos



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VEHICLE DESCRIPTION		TOLL RATES	
		E-Z Pass <i>EZPass</i>	Cash/TOLL-BY- PLATE
5-Axle		\$22.50	\$25

- \$4.50 per-axle E-ZPass
- \$5 per-axle Cash/TOLL BY PLATE





# All Vehicle Classes

## At [drjtbc.org](http://drjtbc.org)



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Commission

CLASS 2 & UP	<p>Includes any vehicle 8-feet or above in height with two or more axles.</p> <p>Tolls would be \$4.50 per axle for E-ZPass and \$5 per axle for cash/TOLL-BY-PLATE.</p> <p>The 10-percent off-peak commercial-vehicle discount for Class 2 and above would be eliminated on or after April 3, 2021.</p> <p>Class 2 (two-axle) vehicles include small box trucks, flatbed trucks, school buses, small recreational vehicles, certain sprinter vans, and certain conversion vans.</p> <p>Class 1 vehicles with gooseneck/fifth-wheel trailers in tow also would be charged \$4.50 per axle E-ZPass or \$5 cash/TOLL-BY-PLATE (see rates for Classes 3, 4, and 5).</p> <p>Class 2 (two axles) and Class 3 (three axles) vehicles with trailers would be charged an additional \$4.50 for E-ZPass or \$5 cash/TOLL-BY-PLATE for each additional axle in tow (see rates for Classes 3, 4, and 5).</p>	2-Axle		\$9	\$10
		3-Axle	 2-axle RV w/ 1-axle trailer	\$13.50	\$15
		4-Axle	 4-axle dump truck      2-axle RV w/ 2-axle trailer 2-axle RV w/ 2-axle passenger in tow      Truck with GV trailer	\$18	\$20
		5-Axle		\$22.50	\$25
		6-Axle		\$27	\$30
		7-Axle		\$31.50	\$35



# E-ZPass Discounts





- Frequency-based E-ZPass commuter discount for Class 1 vehicles
  - Proposed reduction from current 40-percent retroactive credit to new 20-percent retroactive credit
  - Transponder-based discount applies after 16 or more tolled trips across one or more Commission bridges per calendar month
  - Can only be applied to transponders administered by Commission's toll processor – the regional NJ E-ZPass Customer Service Center
  - Proposed total elimination of this discount in 2024
- 10% off-peak commercial vehicle E-ZPass discount to end in 2021



# Proposed 2024 Rate Changes



CLASS	VEHICLE DESCRIPTION	TOLL RATES			
		E-Z Pass <i>E-ZPass</i>	Cash/TOLL-BY-PLATE		
CLASS 1	<p>Includes vehicles with up to 2 axles and less than 8-feet high.</p> <p>The frequency-based E-ZPass commuter discount would expire on or after January 6, 2024.</p> <p>A passenger vehicle with a trailer or vehicle in tow would be charged an additional \$2 regardless of the number of rolling axles.</p> <p>Per-axle commercial/truck rates (\$4.50 or \$5 per axle) apply for Class 1 vehicles with gooseneck/fifth-wheel trailers in tow. See rates for Class 3, 4, or 5, as applicable.)</p>	2-Axle	 Motorcycles, cars, SUVs and light trucks	\$1.50	\$3
	w/trailer	 1-axle trailer in tow  2-axle trailer in tow	\$3.50	\$5	



# DRJTBC Outcomes If Approved



- Continue to have the region's lowest highway bridge tolls
- Uniform rates for all eight toll bridges
- 2024 E-ZPass car toll of \$1.50 would be half of Cash/TOLL BY PLATE rate
  - Lower E-ZPass rates would apply to all E-ZPass accounts regardless of issuer





# DRJTBC Outcomes If Approved



- Offset losses arising from this pandemic and recession
- Ensure sufficient funding for capital projects that also generate construction-related jobs
- Mitigate a bond-rating downgrade that would increase future borrowing costs for future projects
- Build financial reserves so smaller projects can be pursued without having to borrow money



# DRJTBC Outcomes If Approved



- Position the Commission to meet the terms of its Financial Resilience Policy
  - Improve its creditworthiness and credit rating to ensure cost-efficient access to capital markets
  - Achieve a 2.0 Debt Service Coverage ratio
  - Ensure a sufficient balance in its bond-holder prescribed General Reserve Fund

# Hearing Purpose



- This virtual hearing is one part of an extensive public comment process for the proposed toll adjustments
- Comments provided at this hearing will be included in the official record and reported to the Board of Commissioners before deliberating and voting on the proposed adjustments
- Commissioners currently are scheduled to consider the proposed toll adjustments on March 29
- Comment period to end 4 p.m. February 26
- Multiple ways for the public to be heard



# Other Comment Options



Online: Comment form at [www.drjtbc.org/tollcomments](http://www.drjtbc.org/tollcomments)



Toll-free phone line (three-minute limit): 1-855-721-0444



US Mail – address to:

*Director of Community Affairs Jodee Inscho*

*DRJTBC Administration Building*

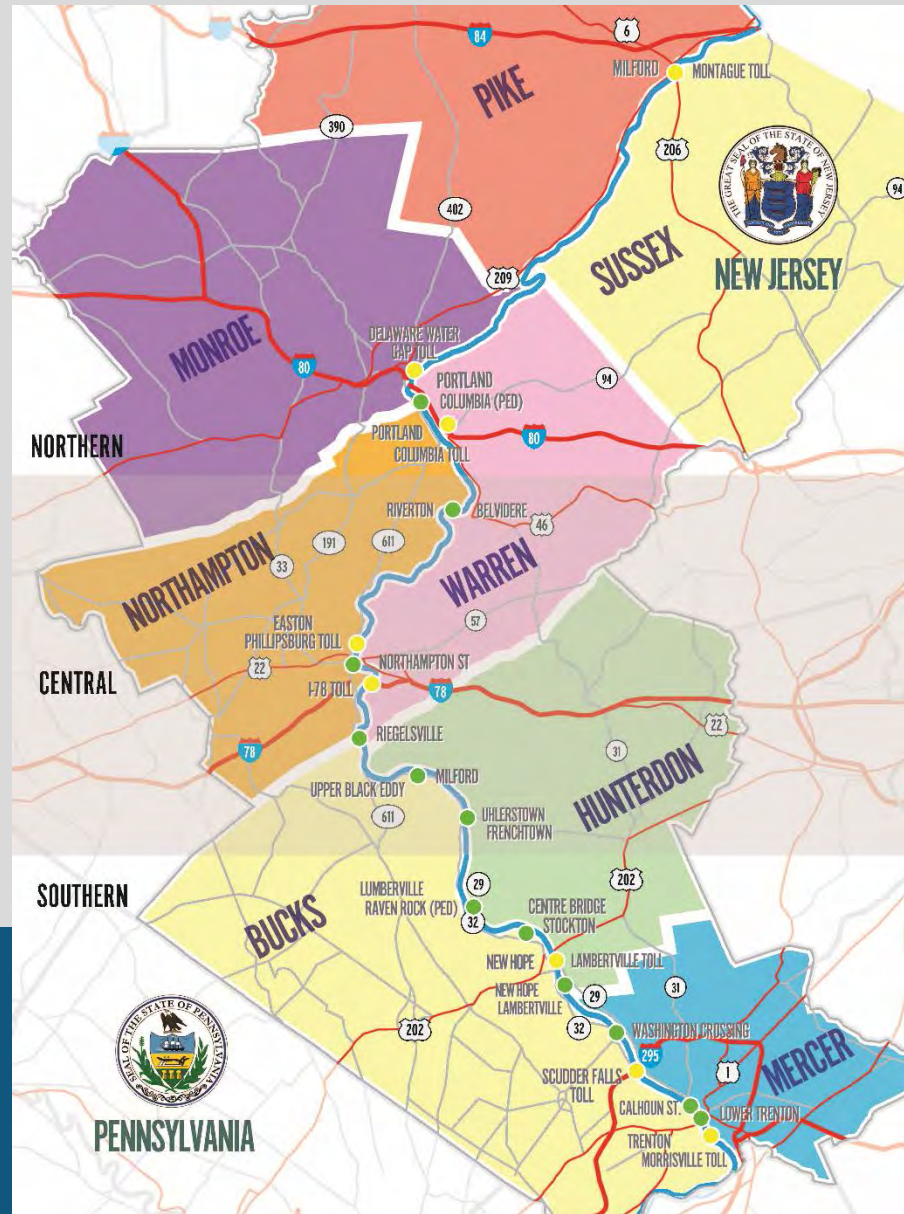
*1199 Woodside Road, Yardley, PA 19067*

Note: There is no limit to written comments submitted online or by U.S. Mail

# Closing



- We have stated our case for the proposed toll adjustments
- Now it is your turn to be heard
- The hearing officer will now explain how this virtual session will proceed before taking comments from this hearing's registered participants



[www.drjtbc.org](http://www.drjtbc.org)



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## TOLL-SUPPORTED BRIDGES

Lower Trenton  
Calhoun Street  
Washington Crossing  
New Hope–Lambertville  
Centre Bridge–Stockton  
Lumberville–Raven Rock  
Uhlerstown–Frenchtown  
Upper Black Eddy–Milford  
Riegelsville  
Northampton Street  
Riverton–Belvidere  
Portland–Columbia

## TOLL BRIDGES

Trenton–Morrisville  
Scudder Falls  
New Hope–Lambertville  
Interstate 78  
Easton–Phillipsburg  
Portland–Columbia  
Delaware Water Gap  
Milford–Montague



*Prepared By:*



**FEBRUARY 2021**

# 2020 TOLL-SUPPORTED BRIDGE ANNUAL INSPECTION REPORT





Since 1972 • Consulting Civil Engineers | Bridges | Highways |  
Construction Management | Construction Inspection | Dams | Geotechnical |  
Hydraulics/Hydrology | Land Development | Municipal | Water/Wastewater |  
Stormwater Management | Surveying | Planning | Landscape Architecture

Neil I. Van Cleef, P.E., L.S. & P.P.  
Robert J. Clerico, P.E., P.P., CME, CPWM  
Samuel D. Costanzo, P.E. & P.P.  
Cynthia V. Norfleet, COO  
Mark A. Bahnick, P.E.  
Lawrence M. Diffley, P.E., PTOE  
Michael K. Ford, P.E., P.P.  
Jeffrey W. Munzing, P.E.  
Stanley J. Schrek, P.E., A.I.A., P.P., CME, LEED AP  
Herbert J. Seeburger, Jr., P.E., CME, CPWM

February 25, 2021

Mr. Joseph Resta  
Executive Director  
Delaware River Joint Toll Bridge Commission  
1199 Woodside Road  
Yardley, PA 19067

Re: General Engineering Consultant  
2019 – 2020 Annual Inspections  
DRJTBC Contract No. C-684A-2  
**2020 Toll-Supported Bridge  
Annual Inspection Report**

Dear Mr. Resta:

Van Cleef Engineering Associates, LLC is pleased to submit the Consulting Engineer's 2020 Toll-Supported Bridge Annual Inspection Report for the Commission's following facilities:

- A. The eight (8) Toll Bridges (10 structures)
- B. The twelve (12) Toll-Supported (Non-Toll) Bridges
- C. Various roadways and thirty-four (34) approach bridges serving the main river crossings
- D. The Commission's Buildings and Grounds

The 2020 Toll-Supported Bridge Annual Inspection Report summarizes our findings based on the 2020 Inspection of the Toll-Supported Bridges. An update of the 2019 inspection of the Toll Bridge Facilities was completed to indicate any material changes in the conclusion and recommendation report sections. All Facilities are in operating condition. The Federal Highway Administration (FHWA) has revised the definition of Structurally Deficient bridges to consider only the physical condition of the bridge when determining if a bridge is Structurally Deficient. Based on this revision, the DRJTBC no longer has any Structurally Deficient bridges. In addition, FHWA no longer tracks the Functionally Obsolete metric in their archive data.

The 2020 Annual Maintenance Report, which defines activities to be undertaken by the Commission's Maintenance staff, is published separately.

---

VanCleefEngineering.com

Please Reply To:

**FREEHOLD NJ OFFICE**

3 Paragon Way, Suite 600 • Freehold NJ 07728  
732.303.8700 • Fax: 732.303.8710

With Other Offices In:

Hillsborough NJ • Lebanon NJ • Mt. Arlington NJ • Phillipsburg NJ  
Toms River NJ • Hamilton NJ • Doylestown PA • Bethlehem PA  
Mechanicsburg PA • Leesport PA • Newark DE



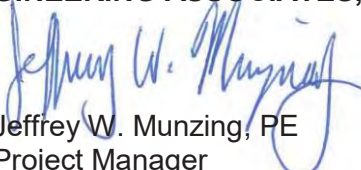
The report identifies ongoing and planned capital projects and their estimated costs for 2021 and 2022. The estimated expenditure for capital projects in 2021 is **\$160,053,170**. In addition, an estimated expenditure of **\$9,012,700** has been included in the capital plan for new vehicle and equipment purchases in 2021. Therefore, the total amount of ongoing capital projects and vehicle and equipment expenditures in 2021 is estimated to be **\$169,065,870**. The estimated expenditure for ongoing capital projects and vehicle and equipment expenditures for 2022 is **\$77,641,702**.

I, Jeffrey W. Munzing, PE, do hereby certify, to the best of my knowledge, information, and belief that the information contained in the accompanying inspection report has been prepared in accordance with accepted engineering practice. The inspection and report conform to applicable requirements, criteria, guidelines and standards as stated in the FHWA NHI 12-049 "Bridge Inspectors Reference Manual", FHWA-IP-86-26 "Inspection of Fracture Critical Bridge Members" – 1986, as published by FHWA, and the AASHTO "Manual for Bridge Evaluation, 3<sup>rd</sup> Edition" – 2018, including all interims and is true and correct at the time of the inspection. This report has been reviewed using appropriate Quality Assurance guidelines in accordance with generally accepted engineering practice.

It has been a pleasure to serve the Commission. Please contact us if you require any further information.

Very truly yours,

**VAN CLEEF ENGINEERING ASSOCIATES, LLC**

  
Jeffrey W. Munzing, PE  
Project Manager



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# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

## **MEMBERS OF THE COMMISSION**

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HONORABLE MICHAEL B. LAVERY  
**Chairman**

HONORABLE ALADAR G. KOMJATHY

HONORABLE GARRETT LEONARD VAN VLIET

HONORABLE LORI CIELSA

HONORABLE YUKI MOORE LAURENTI  
**Treasurer**

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**Vice Chair**

HONORABLE AMY ZANELLI

HONORABLE ISMAIL A. SHAHID

HONORABLE DANIEL GRACE  
**Secretary**

HONORABLE JOHN D. CHRISTY

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

## **PROFESSIONAL ASSOCIATES**

### **CONSULTING ENGINEERS**

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Freehold, New Jersey

### **LEGAL COUNSEL**

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FLORIO, PERRUCCI, STEINHARDT & CAPPELLI  
Phillipsburg, New Jersey

### **EMPLOYMENT COUNSEL**

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Philadelphia, Pennsylvania

CHIESA SHAHINIAN & GIANTOMASI  
West Orange, New Jersey

### **AUDITORS**

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Philadelphia, Pennsylvania

### **FINANCIAL ADVISOR**

ACACIA FINANCIAL GROUP  
Mt. Laurel, New Jersey

### **COMMUNICATIONS CONSULTANT**

BELLEVUE COMMUNICATIONS  
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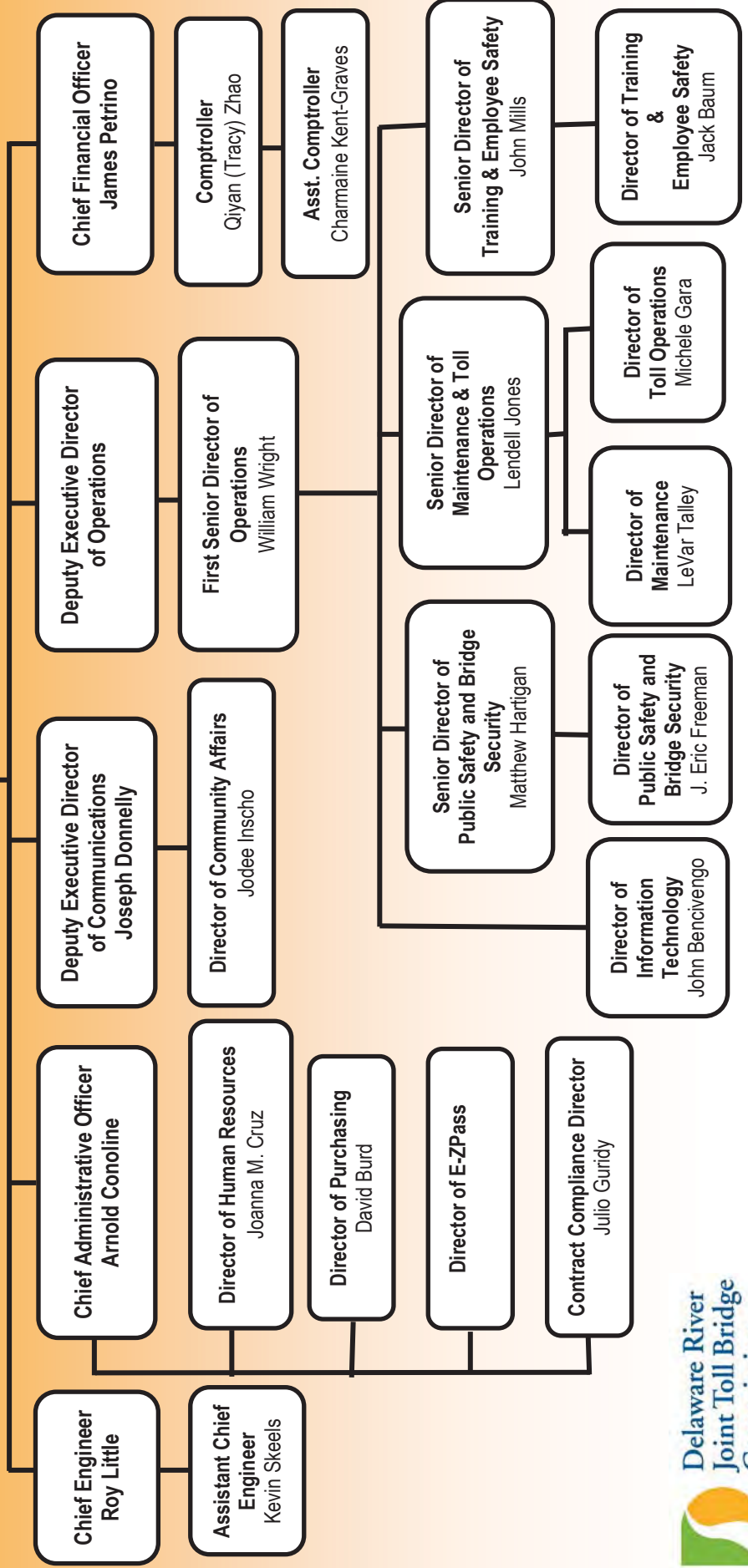
STONE RIDGE PMG ADVISORS, LLC  
Radnor, Pennsylvania

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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## COMMISSIONERS

**Executive Director**  
Joseph J. Resta



## INTRODUCTION

In accordance with the National Bridge Inspection Standards (NBIS) established by the Federal Highway Administration (FHWA), all bridges must be inspected at least once every two (2) years, more often if warranted, due to condition. Under the Commission's Bond Indenture, all bridges and toll facilities are to be inspected once every two (2) years. The Commission will inspect its Toll-Supported Bridges in even years (2020, 2022, etc.) and the Toll Bridges in odd years (2019, 2021, etc.). All load-posted bridges will receive special interim inspections in the year they do not receive their regular biennial inspection in accordance with PennDOT requirements. The associated facilities and grounds are inspected with each respective bridge.

This 2020 Toll-Supported Bridge Annual Inspection Report of bridges and facilities owned and operated by the Delaware River Joint Toll Bridge Commission contains the findings of the 2020 inspections of the Toll-Supported Bridges. This year's inspections consisted of twelve (12) Toll-Supported Bridges and any accompanying facilities and approach structures. In addition to the bridge inspections, inspections of the Toll-Supported Bridge Monitor Shelters were conducted, including all approach roadways and ramps, as well as a sign reflectivity assessment of all signs at the Toll-Supported Bridge facilities under the jurisdiction of the Commission. The conclusions and recommendations concerning the Toll Bridges are based on the 2019 inspections. Any updates to the 2019 conclusions or recommendations for the Toll Bridges are indicated by text that is ***bold and italicized***. The inspection findings shown for the Toll Bridges are for informational purposes.

Commission Regional Maintenance Supervisors and maintenance personnel provided our inspection crew with support services and access equipment necessary for performing the inspections. Several maintenance personnel also assisted in providing a valuable "walk through" of the bridges prior to beginning the inspections, highlighting the major areas of concern and any previous work done on the structure.

The equipment used to access the majority of the bridges consisted of Commission installed rigging (underdeck), Commission-owned lift trucks and an under-bridge unit (Bridgemaster).

The following report highlights the significant findings observed during the inspections, including recommended measures of repairing or improving noted deficiencies, either by Commission maintenance forces or by a future contract. This report, however, does not discuss routine preventative maintenance items regularly performed by maintenance forces. Any maintenance type deficiencies which have been identified during the annual inspection can be found in the *2020 Annual Maintenance Report*, published under a separate cover, which has been prepared to expedite communication of repair work to the maintenance staff. In general these maintenance tasks include, but are not limited to, the following:

- Removal of accumulated debris from the deck, deck joints, inlets, catch basins, and drainage pipes
- Annual cleaning of structures (bridge flushing)
- Monitoring and repair of lighting and electrical work
- Removal of vegetation and debris from substructures
- Removal of graffiti from bridges and retaining walls
- Patching concrete spalls and asphalt potholes
- Sealing roadway and bridge deck cracks
- Localized cleaning and painting of rusted steel/bearings



- Deck joint rehabilitation
- Guide rail repairs
- Miscellaneous steel repairs

A consistent numbering system was used to identify the bridge spans. Span numbering generally begins at the westernmost location of the bridge and increases to the east. However, a specific numbering system was not utilized for the individual structural members. The locations for individual members (stringers, floorbeams, etc.) are referenced by their relationship to known fixed points, such as bridge fascias and piers.

**The following capital improvement projects were completed since the inception of the Capital Improvement Program in 2001. Among these projects are the following:**

<b>COMPLETED PROJECTS (2001-2020)</b>		
<b>CONTRACT NO.</b>	<b>PROJECT</b>	<b>PROGRAM COST</b>
380	T-M TB Rehab + One Aux. NB Lane	\$99,433,230
424	I-78 Roadway Rehabilitation (NJ)	\$49,255,578
CAI2	Compact Authorized Investments	\$33,260,827
437	E-P TB Rehabilitation	\$29,976,422
707	Commission Administration Building at Scudder Falls	\$27,381,134
396	Electronic Surveillance/Detection System	\$21,083,025
430	M-M Toll Bridge Rehabilitation	\$18,507,283
379	E-ZPass Implementation	\$18,023,146
472	Delaware Water Gap Toll Bridge Rehabilitation	\$17,582,749
506	I-78 Toll Bridge PA Approach Paving Improvements	\$16,489,230
393	Prelim. Engineering & Environmental Doc. for the Scudder Falls (I-95) Improvements	\$13,126,249
644	I-78 Bridges and Approach Slabs Rehabilitation	\$13,102,781
508	I-78 Welcome Center & Maintenance Garage Improvements	\$11,642,190
447	CS TSB Rehabilitation	\$10,866,358
444	Upper Black Eddy - Milford TSB Rehabilitation	\$9,967,847
476	District 1, 2 & 3 Substructure & Scour Remediation	\$9,736,650
429	CB-S Rehabilitation	\$9,730,805
370A	NH-L TB Plaza & Bridge Rehab	\$9,671,373
371	R-B TSB Rehabilitation Contract (Design / Construction)	\$9,258,179
573	2011 - 2012 Substructure Repair & Scour Remediation	\$8,830,549
427B	I-78 Open Road Tolling (ORT) Lanes	\$8,640,584
	88 Completed Projects, each under \$300,000	\$8,624,452
445	RGL Rehabilitation	\$7,909,813
370B	NHLTSB Rehabilitation Contract (Design, Construction, CM/CI)	\$7,700,991
365	Northampton Street Bridge Rehabilitation	\$7,364,066
645	Buildings & Facilities Energy Conservation Measures	\$7,245,173
543	NH-L TB PA & NJ Approach Roadways Repaving & NJ Route 29 Overpass Bearing Seat & Bridge Painting	\$7,200,146
566	P-C Approach Roadway Improvements	\$7,134,156
440B	Phase 1 - DWG Toll Bridge ORT Implementation	\$6,239,749
363	Uhlerstown-Frenchtown Rehabilitation	\$5,779,187
397	NH-L Addition & Renovations	\$5,767,617
427C	E-ZPass In-Lane System Integration DBM (CAPITAL COSTS ONLY)	\$5,534,768

<b>COMPLETED PROJECTS (2001-2020)</b>		
<b>CONTRACT NO.</b>	<b>PROJECT</b>	<b>PROGRAM COST</b>
369	Power Upgrades - all facilities+Struct Wiring+Telephone	\$4,760,754
398	Cleaning & Painting of the LT TSB & Sign Replacement	\$4,567,205
730	Trenton Morrisville TB Salt Storage Building	\$3,916,310
443	L-RR TSB Rehabilitation & Retaining Wall Reconstruction	\$3,574,538
474	DWG Maintenance Garage Improvements	\$3,298,061
442A	Phase 1 Rehabilitation & Concept Study for the Washington Crossing TSB	\$3,293,657
498	NH-L TB - Floorbeam Bracket Improvements	\$3,022,595
639	Trenton-Morrisville TB Approach Roadways Improvements	\$2,863,511
436	E-P TB Sign Struct Replacements, Repair & Signage Upgrades	\$2,725,971
639LT	Lower Trenton TSB Approach Roadways Improvements	\$2,284,681
711	E-P TB Salt Storage Building	\$2,227,006
441	P-C TB Facility Improvements	\$2,055,181
611	New Hope - Lambertville Toll Bridge Salt Storage Facility Improvements	\$1,959,620
CAII	Compact Authorized Investment Consultants	\$1,918,550
708	New Hope - Lambertville Toll Bridge Floor System Rehabilitation	\$1,850,410
420	E-P Sidewalk Replacement	\$1,705,247
721	I-78 Pavement Rehabilitation (Joint Rehabilitation)	\$1,608,633
563	I-78 Roadway Median Improvements - New Jersey	\$1,468,315
393C	Scudder Falls TSB Deck Joint Replacement	\$1,446,418
717	M-M TB Salt Storage Building	\$1,425,601
641	E-P TB Ramp C Slope Stabilization	\$1,405,981
677	Scudder Falls Bridge Interim Deck Repairs	\$1,241,049
528	Financial Management System	\$1,207,991
650	R-B TSB Critical Members Strengthening	\$1,177,739
624	DWG River Road Improvements	\$1,013,113
427D	E-ZPass Customer Service Center / Violation Processing Center (CSC/VPC) DBOM (CAPITAL COSTS ONLY)	\$988,580
421	High Priority Structural Steel Repairs at the SFTSB	\$968,625
687	Lower Trenton Toll Supported Bridge "Trenton Makes" Sign Replacement	\$942,397
514	District 3 Toll Bridge Facilities Emergency Generators Improvements	\$878,719
410	I-78 Expansion Dam Replacement	\$867,788
505	R-B Water Street Improvements	\$862,095
389	Emergency and Priority Repair Contract (all Bridges) -T/TS 389	\$749,233
435	NH-L Terne Roof Replacement	\$685,101
395A	Northerly Corridor Congestion Mitigation Study	\$647,376
432	M-M Upgrade Water Supply	\$647,143
584	Customer Service Center / Violations Processing Center	\$631,060
685	CB-S TSB Approach Pavement & Stormwater Inlet Improvements	\$622,245
465	E-P Replace Roof System on Admin Bldg and Garage	\$599,782
492	I-80 NJ Repaving (NJDOT)	\$581,442
391	RGL End Floorbeam Bearings (Task Order)	\$565,563
368	Southerly Crossing Corridor Study	\$544,643
373	E-P Pavement of Bridge Approaches (PennDOT)	\$517,090
550	Traffic Count Program Upgrade	\$495,589
562	I-78 Roadway Median Improvements - Pennsylvania	\$492,664
392	I-78 Salt Storage Bin	\$485,681

<b>COMPLETED PROJECTS (2001-2020)</b>		
<b>CONTRACT NO.</b>	<b>PROJECT</b>	<b>PROGRAM COST</b>
366	Substructure & Scour Remediation	\$482,299
549	Level 3 – Investment Grade Traffic and Revenue Forecasts	\$470,508
390	CS Interim Repair Contract (Structural Steel Repairs)	\$445,913
500	TM Elevator Upgrade	\$436,706
428	WX Deck joint replacement/ rehabilitation @ Pier 1,2,4 & 5	\$407,885
440A	Phase 1 DWG Toll Bridge ORT Study	\$405,011
524	IT Network Systems & Telephone Upgrades	\$377,820
389	Emergency and Priority Repair Contract (all Bridges) -I-80/NHTSB	\$367,116
388	P-C TS Ped Bridge - Handicap Accessible Ramp	\$305,656
	<b>Total Completed Projects (2001-2020)</b>	<b>\$597,556,169</b>

The capital improvement projects shown below are underway and are either being developed, studied, designed, or constructed:

<b>PROJECTS UNDERWAY</b>		
<b>CONTRACT NO.</b>	<b>PROJECT</b>	<b>PROGRAM COST</b>
660	Scudder Falls Bridge Replacement Project	\$570,361,725
519	Southern Operations & Maintenance Facilities Improvements	\$94,582,691
697	Washington Crossing Bridge Replacement	\$54,823,847
PSBS	Electronic Surveillance System (ESS) Department Projects	\$27,074,466
590	NHS TSB Floor System Replacement & Rehabilitation	\$18,466,148
540	ETC System Replacement	\$13,129,035
719	DWG Westbound Toll Plaza Approach and Roadway Rehabilitation	\$5,571,500
556	Bridge Monitoring System for Select Vehicular Bridges	\$3,932,456
693	E-ZPass Customer Service Center AET System Components	\$3,229,026
630	IT Department Capital Improvements	\$2,013,494
700	E-ZPass Department - Transponders	\$1,866,006
647	Regional Facility Improvement Projects (In-house)	\$1,421,482
741	NH-L TB Stone Veneer Replacement	\$944,000
742	U-F TSB Retaining Wall Replacement	\$839,400
	<b>Total Projects Underway</b>	<b>\$ 798,255,278</b>

<b>PROJECTS PLANNED</b>		
<b>CONTRACT NO.</b>	<b>PROJECT</b>	<b>PROGRAM COST</b>
691	Trenton-Morrisville Toll Bridge All Electronic Tolling	\$4,838,725
622	Portland - Columbia Ped. TSB Improvements	\$4,197,968
718	Milford - Montague Toll Bridge & Approach Roadway Repaving	\$2,958,765
658	R-B TSB Rehabilitation	\$2,908,935
748	I-78 TB Deck Sealing	\$2,424,163
753DWG	DWG Toll Bridge All Electronic Tolling	\$2,254,530
758	New Hope - Lambertville Toll Bridge Backwall Rehabilitation	\$1,373,481
739	NH-L TSB Architectural Lighting	\$1,121,715
564	E-P TB Parking Lot Improvements	\$879,022
746	Trenton - Morrisville TB Deck Sealing	\$796,554
738	L-RR TSB Architectural Lighting	\$764,722
682	Fuel Management System	\$692,325
749	Electronic Toll Collection Technology Enhancements	\$560,000
680	NH-L Toll Bridge Parking Lot Paving	\$336,945
740	Lower Trenton TSB Trenton Makes Sign Lightning Protection	\$293,200
709	T-M TB Route 1 & PA Avenue Interchange Improvements Study	\$257,350
714	Sign Replacement Program	\$112,010
752	Traffic Counter System Upgrade	\$105,000
747	Truck Permit System Upgrade	\$86,250
744	IAG Hub	\$50,000
	<b>Total Projects Planned</b>	<b>\$ 180,035,351</b>

#### **VEHICLES & EQUIPMENT, LABOR AND UNFORESEEN PROJECTS (2001-2030)**

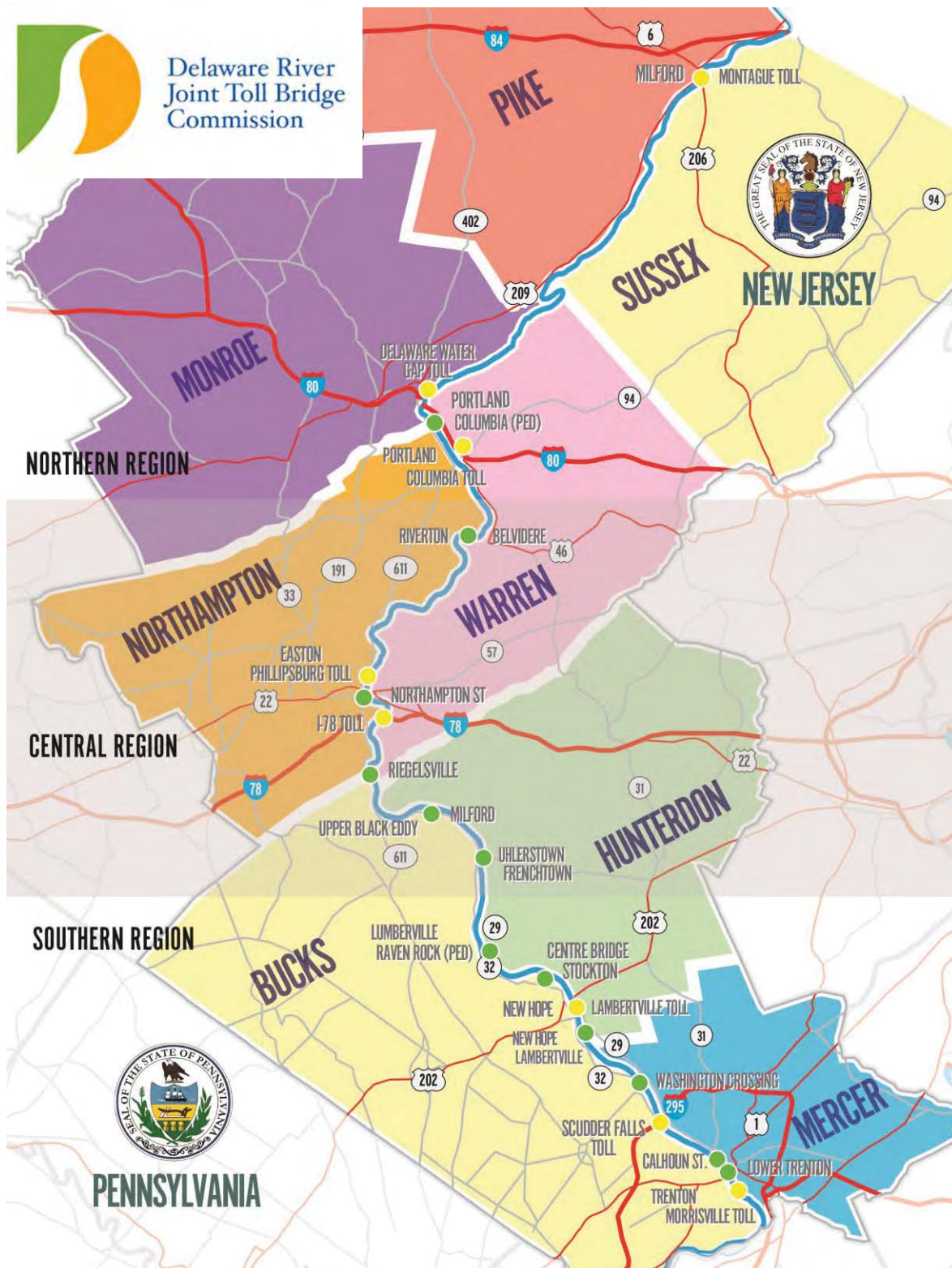
Capitalized Engineering Department Labor	\$29,235,943
Capital Program Management Consultant Expenditures	\$17,924,604
Vehicles & Equipment	\$51,441,726
Unforeseen Projects (All Bridges)	\$17,458,988
<b>TOTAL</b>	<b>\$ 116,061,261</b>

In 2000 the Commission adopted a “fix it right” philosophy for its Capital Program as compared to the previous “fix what’s broken” approach. The “fix it right” approach is based on the premise that whenever a project requires a bridge closure for implementation, that project must be designed so that no additional repair projects requiring a closure will be necessary for a subsequent period of at least 15 years. The estimated costs of the recommended improvements included in this report account for all costs of design, construction, construction management and inspection, and contract administration, are consistent with the Commission’s “fix it right” approach.

The format of the cost sheets for the 2020 Annual Inspection Report reflects the estimated cost of recommended improvements for Toll-Supported Bridges, funded by the General Reserve in 2021 and 2022. Cost sheets for the Toll Bridges have also been updated to reflect anticipated costs in 2021 and 2022. In addition the cost sheets provide the total program cost of the projects (Design, CM-CI and Construction, etc.). The total in each section does not include the cost of completed projects.

This report will summarize significant findings, recommendations, and associated estimated costs at the end of each section for each facility. Following the main reports are the recommendations for equipment and vehicle inspections and their associated repair/replacement costs. Finally, the Schedule of Insurance is provided on pages SI-1 through SI-8.



**KEY SHEET**

***COMMISSION INITIATIVES  
AND SYSTEM-WIDE PROJECTS  
(2021 - 2022 Expenditures)***



## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

In addition to addressing the findings of the annual inspection, the Commission has instituted in its Capital Program a number of "Commission Initiatives and System-Wide Projects". These initiatives increase the safety and security of patrons, increase the Commission's responsiveness to emergencies, identify needed future capacity improvements, and provides more efficient management of projects and equipment.

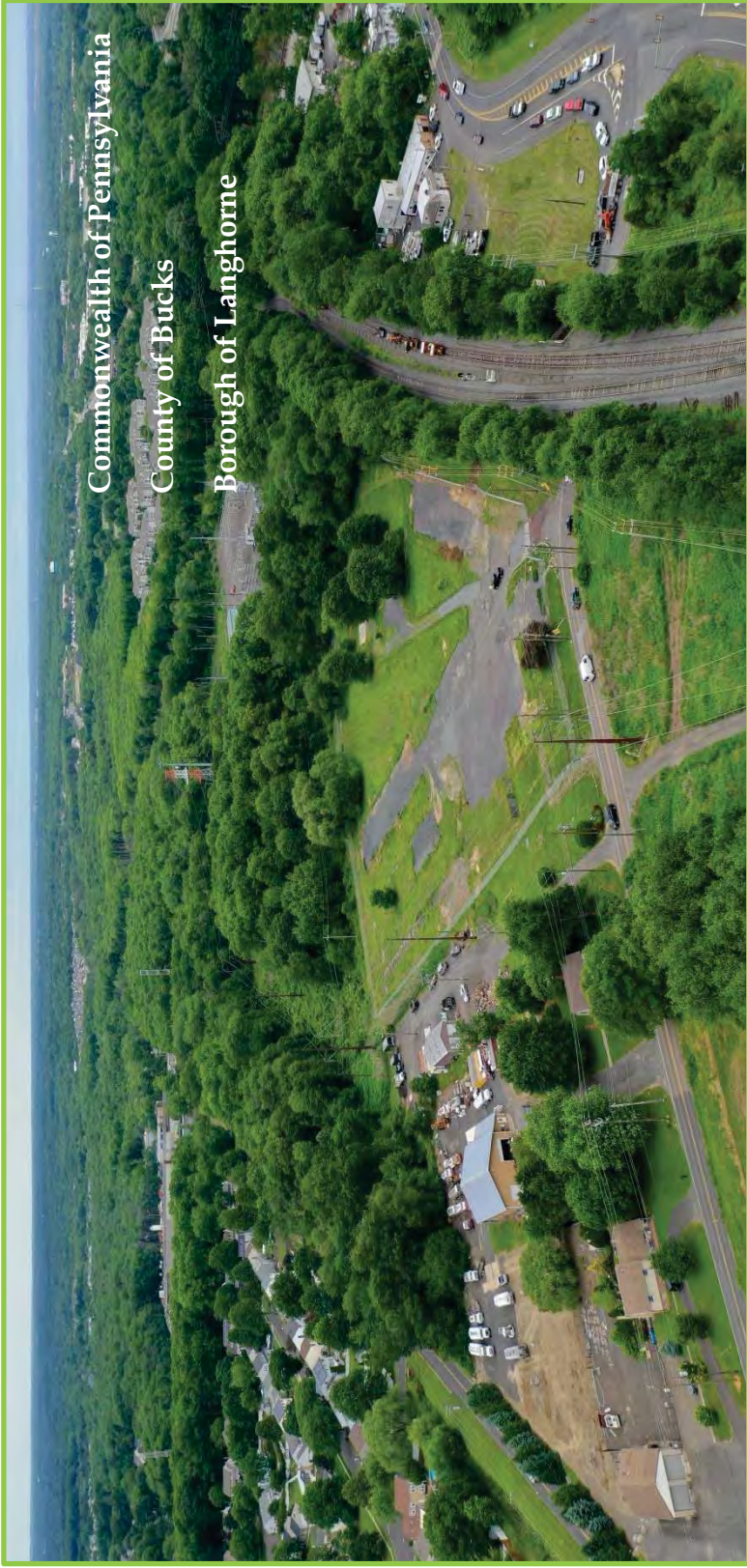
The following is a partial listing of Commission Initiatives and System-Wide Projects that have begun or will begin in the near future:

<i>COMMISSION INITIATIVES &amp; SYSTEM-WIDE PROJECTS</i>		General Reserve Fund			
Contract	Project Description	Program Cost	2020	2021	2 Year Total
CapEng	<b><u>Capitalized Engineering Department Labor</u></b> This Commission initiative tracks the in-house engineering department's efforts on all capital projects. The total programmed amount is shown as well as the expected expenditures in the next two years.	\$0	\$1,297,201	\$1,335,339	\$2,632,540
502	<b><u>CPMC (CAPITALIZED CPMC LABOR)</u></b> This project includes Contract No. C-502A Capital Program Management Consultant (CPMC) Services into 2021. Additional costs are programmed for continued CPMC expenditures to be procured under additional “CPMC” contracts as needed throughout the rest of the 10-year Rolling Capital Improvement Program.	\$0	\$300,000	\$308,820	\$608,820
744	<b><u>IAG Hub</u></b> The IAG will procure and build a transaction processing hub. The hub will receive and distribute E-ZPass transactions and transponder status from all IAG agencies, ultimately eliminating the inefficient peer-to-peer file transfer. Additionally, the hub will connect to other regional hubs that are outside of the IAG but within North America therefore creating interoperability throughout North America.	\$0	\$50,000	\$0	\$50,000
749	<b><u>Electronic Toll Collection Technology Enhancements</u></b> This project will consist of researching, developing and implementing alternate toll payment applications.	\$0	\$560,000	\$0	\$560,000
747	<b><u>Truck Permit System Upgrade</u></b> This project will consist of upgrades to the Overweight / Oversize Truck Permitting system.	\$0	\$42,500	\$43,750	\$86,250
540	<b><u>ETC System Replacement</u></b> Replacement of the existing Electronic Toll Collection (ETC) System which was implemented in 2002 and had an expected life of 8 to 10 years. Includes AET installation at new Scudder Falls Bridge.	\$0	\$636,787	\$0	\$636,787
556	<b><u>Bridge Monitoring System for Select Vehicular Bridges</u></b> Implementation of a Bridge Monitoring System to include structural health monitoring as well as overweight / oversized vehicle detection, deterrent and enforcement of select vehicular bridge facilities. Work includes a feasibility study to investigate and report on the use of sensor type technologies as a means to evaluate and electronically monitor the structures.	\$0	\$358,493	\$1,105,466	\$1,463,959

## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

		General Reserve Fund			
Contract	Project Description	Program Cost	2020	2021	2 Year Total
630	<b><u>IT Department Capital Improvements</u></b> IT Department Capital Projects. For details see the Cost Backup Data Sheet.	\$0	\$750,000	\$0	\$750,000
PSBS	<b><u>Electronic Surveillance System (ESS) Department Projects</u></b> Public Safety / Bridge Security Department Capital Projects. For details see the Capital Program Cost Backup Data Sheets.	\$0	\$11,134,203	\$2,261,760	\$13,395,963
647	<b><u>Regional Facility Improvement Projects (In-house)</u></b> Capital projects requested by DEDO / Maintenance. For details see the Cost Backup Data Sheets.	\$0	\$260,000	\$0	\$260,000
571	<b><u>Bridge Monitor Shelter Replacement Program</u></b> This project will include the system-wide replacement of all toll-supported bridge officers' shelters throughout the Commission, creating two standardized officer shelter types.	\$0	\$389,340	\$1,235,759	\$1,625,099
693	<b><u>E-ZPass Customer Service Center AET System Components</u></b> The design and build of the E-ZPass Customer Service Center / Violation Processing Center video billing that is needed to support	\$0	\$1,198,702	\$1,233,944	\$2,432,645
700	<b><u>E-ZPass Department - Transponders</u></b> Replacement E-ZPass tags per E-Zpass Department.	\$0	\$115,000	\$0	\$115,000
714	<b><u>Sign Replacement Program</u></b> This project will of replacing those signs inspected by the GEC which fail the retroreflectivity comparison test. Most of these signs are smaller signs such and it is assumed these will be replaced by maintenance forces and the cost will be for material only.	\$0	\$50,000	\$51,470	\$101,470
752	<b><u>Traffic Counter System Upgrade</u></b> This project is for upgrades to the hardware and software for the Free Direction Traffic Counter System. The microwave radar system was installed in 2016 and is now 5 years old. Compenents may need to be replaced or upgraded.	\$0	\$105,000	\$0	\$105,000
682	<b><u>Fuel Management System</u></b> Implementation of a system utilizing a secure element such as a key or proximity card to authorize and control the dispensing of fuel products to fleet vehicles while collecting accurate, valuable fuel usage and vehicle data for fuel accounting, Fleet Management and Fleet maintenance. A comprehensive hardware, software and telephone support plan is required and made up of fully trained Installation Technicians and Customer Support Technicians made available to make our fuel management system run smoothly from day one.	\$0	\$130,559	\$134,397	\$264,956
		Program Cost	2021	2022	2 Year Total
<b>Total for all of the above Commission Initiatives and System-wide Projects:</b>		\$0	\$17,377,785	\$7,710,704	\$25,088,489

# ***LANGHORNE MAINTENANCE FACILITY***



# LANGHORNE MAINTENANCE FACILITY

**GENERAL**

This facility is scheduled to begin construction in 2021.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Langhorne Woodbourne Operations Facility***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

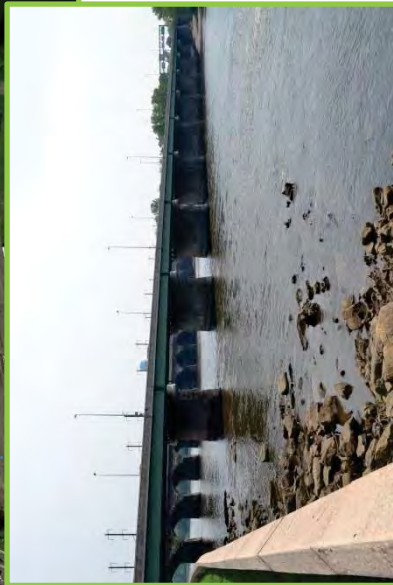
Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2021	2022	
<u><b>Bridges, Roadways, Sidewalks, and Approaches</b></u>					
This facility is under design.					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u><b>Facilities and Grounds</b></u>					
LWOF	Unforeseen Projects	\$0	\$100,000	\$102,940	\$202,940
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$100,000	\$102,940	\$202,940
TOTAL COST		\$0	\$100,000	\$102,940	\$202,940

***TRENTON - MORRISVILLE***

***TOLL BRIDGE FACILITY***

***(Structure No. 20)***





# TRENTON - MORRISVILLE TOLL BRIDGE FACILITY

## **GENERAL**

### **TRENTON - MORRISVILLE TOLL BRIDGE**

(12 span, simply supported, composite steel multi - girder)

The Trenton - Morrisville Toll Bridge (Structure No. 20) carries US Route 1 over the Delaware River between Trenton, New Jersey and Morrisville, Pennsylvania.

The main bridge is a twelve span, simply supported, composite steel girder structure with an overall length of 1,322 feet. The substructure consists of reinforced concrete abutments and piers with granite facing on the piers. The bridge was originally constructed by the Commission in 1952 as a four (4) lane roadway, and widened to six (6) lanes in 1965 for a total roadway width of 62 feet. In 1983 an aluminum barrier was erected across the bridge, creating three southbound and two northbound lanes. In 1992, the toll plaza was converted to one way collection under Contract No. T-312. In 2009 an extensive widening and rehabilitation project was completed, creating an additional northbound lane. The current configuration has three (3) northbound and three (3) southbound lanes with a total minimum roadway width of 76 feet.

The posted speed limit in the northbound direction is 40 mph while the speed limit on the approach in the southbound direction is 50 mph, which decreases to 40 mph near the Union Street overpass.

The multiyear project for the widening and rehabilitation of the Route 1 corridor was completed under Contract No. T-380B in 2009. This work included the main river bridge and approach structures in New Jersey and Pennsylvania and included the addition of an approach structure in New Jersey (Ramp “C”). The project's major elements included the following work:

- Rehabilitating the main river bridge and widening it to accommodate a northbound auxiliary lane for exiting into Trenton
- Providing a deceleration lane on the viaduct over the Delaware Canal and Conrail property on the Pennsylvania side of the bridge
- Modifying the interchange at South Pennsylvania Avenue in Morrisville and installing a new traffic signal and resurfacing the pavement on South Pennsylvania Avenue
- Installing noise walls adjacent to northbound Route 1 in Morrisville
- Constructing a new toll plaza, serving southbound motorists on the Morrisville side of the bridge
- Realigning the NJ Route 29 Ramp (Ramp C) and constructing a new bridge over Route 29 to allow for improved access to that highway
- Rehabilitating, cleaning and repainting structural steel components of the bridge and its Route 1 approaches

In early 2015, several approach roadway and ramps were repaired or resurfaced throughout the Commission's jurisdiction, both NJ and PA, under Contract No. T-639A. Full resurfacing was performed at 3 ramps on the NJ side (Ramp A, E, and J) and 3 ramps on the PA side (Ramp C, I, and Y), with crack sealing at the remaining ramps. This project also included miscellaneous deck and parapet repairs, including the application of a methacrylate sealer to bridge decks, at several of the approach structures.

## TRENTON - MORRISVILLE TOLL BRIDGE APPROACH STRUCTURES

The New Jersey approach consists of nine (9) approach structures. The Pennsylvania approach consists of two (2) approach structures.

## TRENTON - MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

The southbound one way toll plaza, located at the Pennsylvania approach, has five toll lanes. A new toll plaza was constructed in 2009 and consists of three tollbooths erected on concrete islands, and two E-ZPass only lanes, an overhead canopy and a service tunnel for the toll collection staff and ETC equipment. All lanes are equipped for E-ZPass. The toll system barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high resolution cameras and lights - in toll collection lanes.

Contract No. T-500A Trenton - Morrisville Administration Building Elevator Modernization was completed in 2009.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Trenton - Morrisville toll plaza.

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements which includes the demolition and reconstruction of the Trenton – Morrisville Toll Bridge Administration Building. Due to this upcoming project, the Facility and Grounds were not inspected in 2019.

***In 2020, the Commission awarded a construction contract for Contract No. T-730A Trenton – Morrisville Salt Operations which includes construction of a new salt shed and fueling facilities. This work was completed in late 2020.***

The 2019 inspection included the main river bridge, eleven (11) approach bridges, eight (8) sign structures, and a sign retro-reflectivity assessment.



## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### **TRENTON - MORRISVILLE TOLL BRIDGE MAIN RIVER BRIDGE**

(12 span, simply supported, composite steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway is in good condition.

The superstructure and substructure above the waterline are in good condition.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure was found to be in satisfactory condition due to exposed footings at the piers.

The two (2) sign structures, #2051 in Span 2 and #2052 at Pier 11, are in good condition.

### **ROUTE 29 OVERPASS (NJ)**

(3 span, simply supported prestressed concrete spread box beams)

The structure is in overall satisfactory condition.

The approach roadway is in good condition.

The deck and substructure are in good condition.

The superstructure has been downgraded from good to satisfactory condition due to spalls at the prestressed concrete beam ends and fractures at the end diaphragms.

### **RAMP N OVERPASS (NJ)**

(1 span, steel multi - girder)

The structure is in overall good condition.

The deck, approach roadway, and substructure are in good condition.

The superstructure is in good condition. However, the bearings exhibit pack rust and excessive expansion.

RAMP IY OVERPASS (NJ)

(3 span, simply supported steel multi - girder)

The structure is in overall good condition.

The approach roadway is in good condition.

The deck, superstructure and substructure are in good condition.

RAMP Y OVERPASS (LONG RAMP) (NJ)

(4 span, continuous steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition due to cracks and spalls on the top of deck.

The approach roadway is in good condition.

The superstructure is in good condition.

The substructure is in satisfactory condition due to spalled concrete with areas of adjacent delamination at the east abutment.

UNION STREET OVERPASS (NJ)

(1 span, steel multi - girder)

The structure is in overall good condition.

The deck is in good condition.

The approach roadway is in very good condition.

The superstructure is in good condition. However, the bearings exhibit pack rust and excessive expansion.

The substructure is in good condition.

CENTRE STREET UNDERPASS (NJ)

(1 span, riveted steel plate girders)

The structure is in overall satisfactory condition.

The deck is in good condition

The approach roadway has been downgraded from good to satisfactory condition due to the deteriorated pavement and patched potholes at the east approach.

The superstructure is in good condition. However, the east abutment bearings exhibit pack rust and excessive expansion.

The substructure is in satisfactory condition due to vertical cracks throughout the abutments.

BROAD STREET UNDERPASS (NJ)

(1 span, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition due to spalls on the top of deck.

The approach roadway has been downgraded from good to satisfactory condition due to the low point and potential settlement at the east approach.

The superstructure is in good condition. However, the east abutment bearings exhibit pack rust and excessive expansion.

The substructure is in satisfactory condition due to spalls and incipient spalls on both abutments.

WASHINGTON STREET OVERPASS (PA)

(1 span, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in very good condition.

The approach roadway is in good condition.

The superstructure is in good condition. However, several of the south abutment bearings exhibit pack rust and excessive expansion.

The substructure is in satisfactory condition due to incipient spalls on both abutments, and a spall on south abutment bearing pedestal for Girder 5.

Sign structure #2053 at the south approach is in good condition.

SOUTH PENNSYLVANIA AVENUE OVERPASS (PA)

(1 span steel multi - girder)

The structure is in overall good condition.

The deck, approach roadway, and substructure are in good condition.

The superstructure is in good condition. However, pack rust exists at multiple bearings, as well as missing anchor bolts and keeper plates. Section loss was noted at the bearing bolster for Girder 1 at the north abutment. Many of the north abutment sliding plate bearings are excessively expanded.

Sign structures #2054, 2055, 2056, 2057 and 2058 at the US 1 and S. Pennsylvania Avenue approaches and exit ramp are in good condition.

RAMP N OVER UNION STREET (NJ)

(3 span, simply supported prestressed concrete girders)

The structure is in overall satisfactory condition.

The deck is in very good condition.

The approach roadway and substructure are in good condition.

The superstructure has been downgraded from good to satisfactory due to spalls at the prestressed concrete beam ends and unseated or missing anchor bolt nuts.

RAMP C OVER NJ ROUTE 29 (NJ)

(2 span, steel multi - girder)

The structure is in overall very good condition.

The deck, approach roadway, superstructure and substructure are in very good condition.



## TRENTON - MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements which includes the demolition and reconstruction of the Trenton – Morrisville Toll Bridge Administration Building. Due to this upcoming project, the Facility and Grounds were not inspected in 2019. The following findings are from the 2017 inspections.

Administration Building: The building's exterior limestone and bridge veneer exhibits evidence of expansion jacking at the relieving angles and lintels. The masonry is pushing out due to pressure from the rusting ferrous metal supports behind. The brickwork is cracked and has rotated. One of the more significant areas where movement occurs due to corrosion is adjacent to the roof scupper and along the roof parapet. The building's roof is over 20 years old and is leaking.

The building's veneer has undergone movement at the corners and some attempt has been made to fill the cracks. At the location of the limestone panels, at the building's corners, the veneer seems to be distressed. Water may be getting in through the numerous open joints and has penetrated the concrete frame rusting the column reinforcement causing failure of the surfaced concrete and expanding.

This issue is exasperated by the open joints in the stone and as a result the metal supports continuing to corrode. Stone losses at the upper areas suggest that the anchors that tie the stone back to the masonry have rusted. The expanded rusted metal is pushing off the face of the stone.

There are many areas of open joints both in the stone and the brick and in areas between structures. There are also open joints around the exterior face of the windows and evidence shows water is penetrating these joints and causing damage on the interior side.

The parking lot on the east side of the building has a drainage inlet with deteriorated masonry for the upper courses.

Storage Garage: There are cracks in the brick masonry at the corners which appear to be expansion related. There has been some attempt to fill the cracks; however there are indications that the building experienced movement subsequent to the repair. There is no provision for expansion control in the existing building and appears to have formed its own. There is evidence that the metal lintels over the masonry wall openings have rusted and expanded causing the brick veneer to push out.

Maintenance Garage: In the rear of the maintenance garage, there is an emergency egress path that leads to Washington Street at one end and to the maintenance service yard on the other end. At the end leading to the street, the path is closed off by a chain linked fence and gate which is locked. The egress path is also obstructed by materials placed there for storage.

In 2017, the Commission initiated Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work will include, but is not limited to, LED street lights at the Trenton - Morrisville Toll Facility.

## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### TRENTON - MORRISVILLE TOLL BRIDGE MAIN RIVER BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repaint localized areas of steel girders in Span 6 and Span 7
  - Patch spalls and seal cracks at the west abutment, Pier 2, and Pier 10
  - Repoint mortar at Piers 2 through 9
  - Remove debris at Pier 2
  - Place riprap at Pier 3, Pier 4, and Pier 6

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### ROUTE 29 OVERPASS (NJ)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the spalled beam ends and diaphragms over Pier 1 and Pier 2

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### RAMP N OVERPASS (NJ)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair or replace the bearings at the north and south abutments

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### RAMP IY OVERPASS (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### RAMP Y OVERPASS (LONG RAMP) (NJ)

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### UNION STREET OVERPASS (NJ)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair or replace the bearings at the north and south abutments

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### CENTRE STREET UNDERPASS (NJ)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Remove pack rust and reset the bearings at the east abutment
  - Repave the deteriorated east approach up to the adjacent railroad bridge

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### BROAD STREET UNDERPASS (NJ)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair or replace the bearings at the east and west abutments
  - Regrade the east approach due to the lowpoint near the adjacent railroad bridge

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### WASHINGTON STREET OVERPASS (PA)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Reconstruct the Girder 5 bearing pedestal at the south abutment
  - Replace Bearing 3 through Bearing 16 at the south abutment

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### SOUTH PENNSYLVANIA AVENUE OVERPASS (PA)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Replace the bearings at the north and south abutments

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### RAMP N OVER UNION STREET (NJ)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the spalled beam ends over Pier 2

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### RAMP C OVER NJ ROUTE 29 (NJ)

The structure is in overall very good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

#### TRENTON - MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements which includes the demolition and reconstruction of the Trenton – Morrisville Toll Bridge Administration Building. Due to this upcoming project, there are no recommendations for the Facility and Grounds.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

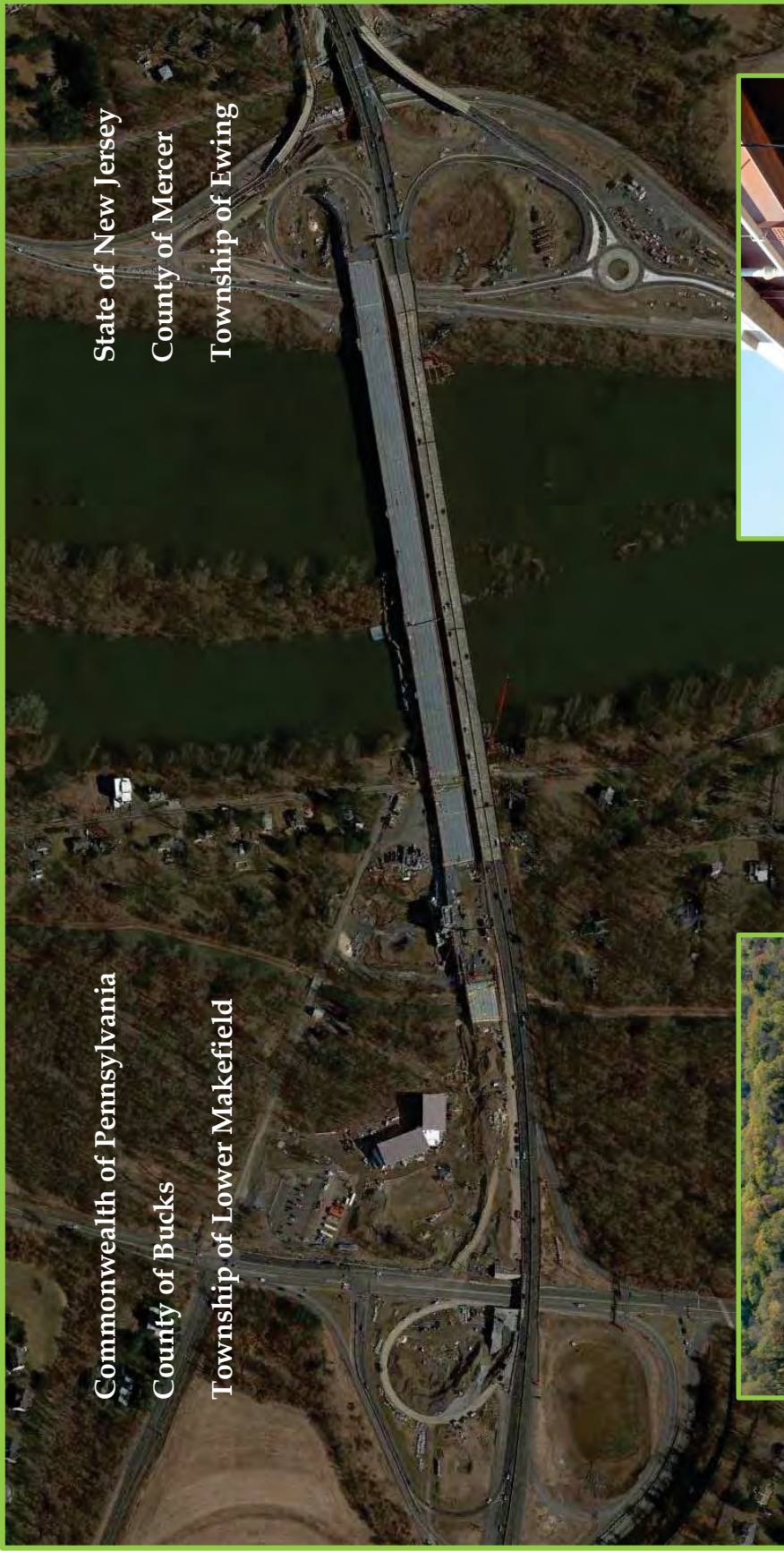
## ***Trenton-Morrisville Toll Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2021	2022	2 Year Total
<u><b>Bridges, Roadways, Sidewalks, and Approaches</b></u>					
The bridge was rehabilitated in 2009					
709	T-M TB Route 1 & PA Avenue Interchange Improvements Study	\$0	\$0	\$257,350	\$257,350
746	Trenton - Morrisville TB Deck Sealing	\$0	\$65,169	\$731,385	\$796,554
691	Trenton-Morrisville Toll Bridge All Electronic Tolling	\$0	\$674,056	\$1,800,766	\$2,474,822
BRIDGES SUB TOTAL		\$0	\$739,225	\$2,789,501	\$3,528,726
<u><b>Facilities and Grounds</b></u>					
TMTB	Unforeseen Projects	\$0	\$100,000	\$102,940	\$202,940
519	Southern Operations & Maintenance Facilities Improvements	\$0	\$16,992,224	\$26,073,159	\$43,065,383
730	Trenton Morrisville TB Salt Storage Building	\$0	\$174,528	\$0	\$174,528
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$17,266,752	\$26,176,099	\$43,442,851
TOTAL COST		\$0	\$18,005,977	\$28,965,600	\$46,971,577

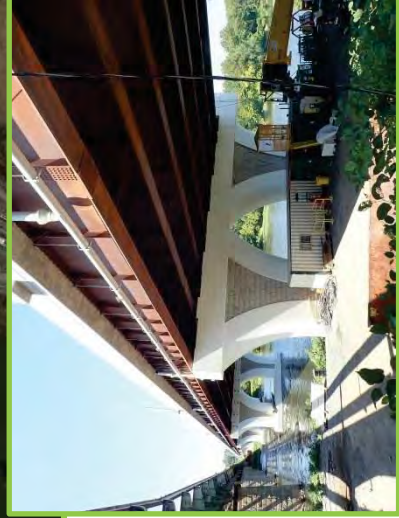
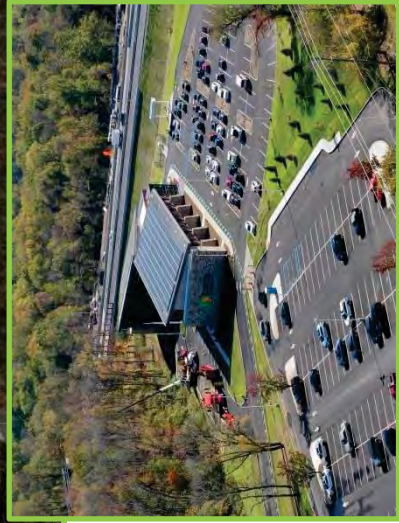
***SCUDDER FALLS***  
***TOLL BRIDGE FACILITY***  
***(Structure No. 80 & 85)***





Commonwealth of Pennsylvania  
County of Bucks  
Township of Lower Makefield

State of New Jersey  
County of Mercer  
Township of Ewing



# SCUDDER FALLS TOLL BRIDGE FACILITY



## **GENERAL**

Replacement of the bridge began in late 2016 under Contract No. T-668A, Scudder Falls Bridge Replacement Project. Construction is projected to take approximately 4½ years from start to completion. The Scudder Falls Bridge Replacement Project area extends 4.4 miles along I-295 (previously designated I-95) from the PA State Route 332 interchange in Bucks County, Pennsylvania to the Bear Tavern Road interchange in Mercer County, New Jersey.

The work includes a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary lanes eastbound for entry/exit travel, and one auxiliary lane westbound for entry/exit travel. The new crossing will consist of dual seven span structures (one WB and one EB), each supported by six piers and two abutments with an overall length of approximately 1,834 feet.

The bridge replacement project is projected to be the largest single capital undertaking in the Commission's history – over \$570 million – providing new capacity and new safety upgrades to meet both current and future traffic demands along I-295 in Pennsylvania, at the bridge's two adjoining interchanges in New Jersey and Pennsylvania, and on the bridge itself.

The Pennsylvania Turnpike Commission has constructed of a new interchange to provide a direct link from the Turnpike to the existing I-95 in Bucks County. The Pennsylvania Turnpike has been re-designated as I-95 from the new interchange east to the connection with the New Jersey Turnpike at the Delaware River. The existing I-95 roadway north of the new interchange through Bucks County including the Scudder Falls Bridge has been re-designated as I-295.

Other major components of the Scudder Falls Bridge Replacement Project include:

- Widening of I-295 from the PA State Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway).
- Reconfiguration of the I-295/Taylorsville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern westbound off ramp from I-295 and combining it with the existing western westbound off ramp.
- Reconstruction and reconfiguration the I-295/NJ Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-295.
- Fifteen (15) MSE retaining walls with a total length of 10,370 feet with a maximum fill height of 40 feet.
- Twenty-four (24) new sign structures: Fourteen (14) cantilever sign structures and ten (10) overhead sign structures.
- Addition of a bicycle and pedestrian facility on the new upstream structure carrying westbound traffic.
- Addition of noise abatement walls along the New Jersey and Pennsylvania approach roadways.
- Constructing an All Electronic Tolling gantry for collecting tolls into Pennsylvania.
- Constructing a new Administration Building that will house Commission staff, ESS, IT and All Electronic Tolling equipment.

To fully finance the multifaceted project, the Commission implemented All Electronic Tolling (AET) on the new Scudder Falls Bridge in the westbound (PA bound) direction only on July 14, 2019.

#### SCUDDER FALLS TOLL BRIDGE MAIN RIVER BRIDGE

(7 span, continuous, steel multi-girder)

The main river bridge (Structure No. 80) is a seven span continuous welded steel plate girder structure consisting of seven field spliced girders. The substructure consists of two abutments and six piers, all composed of reinforced concrete and founded on piles. The wingwalls and front faces of the abutments have mechanically stabilized earth (MSE) retaining walls. The bridge carries Interstate Route 295 over the Delaware River from Lower Makefield Township, Pennsylvania to Ewing Township, New Jersey. The bridge was opened to traffic on July 9, 2019. The bridge is currently configured to carry dual roadways divided by a concrete median barrier with two lanes traveling from Pennsylvania to New Jersey (eastbound) and two lanes traveling from New Jersey to Pennsylvania (westbound). Following the completion of the twin structure (Structure No. 85), eastbound traffic will be removed from Structure No. 80, the median barrier will be removed, and the structure will be reconfigured to have four 12 foot lanes along with left and right shoulders (12 foot minimum) and a 10 foot pedestrian / bike path. The overall length of the structure is approximately 1,834 feet.

Note that the designation *Structure No. 80* was formerly used by the Commission for the main river bridge prior to being decommissioned on July 10, 2019.

#### PENNSYLVANIA CANAL OVERPASS

(1 span, prestressed concrete multi-girder on integral abutments)

The Pennsylvania Canal Overpass (Structure No. 81) is a single span, simply supported bridge composed of eight prestressed concrete bulb-tee beams. The substructure units are integral abutments composed of steel piles, reinforced concrete pile caps, and MSE retaining walls. It is an approach structure for the main river bridge and carries Interstate Route 295 over the Pennsylvania Canal in Lower Makefield Township, Pennsylvania. The bridge was opened to traffic on July 9, 2019. The bridge is currently configured to carry dual roadways divided by a concrete median barrier with two lanes traveling from Pennsylvania to New Jersey (eastbound) and two lanes traveling from New Jersey to Pennsylvania (westbound). Following the completion of the twin structure (Structure No. 82), eastbound traffic will be removed from Structure No. 81, the median barrier will be removed, and the structure will be reconfigured to have four 12 foot lanes along with left and right shoulders (12 foot minimum). The overall length of the structure is approximately 117 feet.

Note that the designation *Structure No. 81* was formerly used by the Commission for the bridge carrying I-95 northbound and southbound over the Pennsylvania Canal prior to being decommissioned on July 10, 2019.

### TAYLORSVILLE ROAD OVERPASS

(1 span, steel multi-girder on integral abutments)

The Taylorsville Road Overpass (Structure No. 83) is a single span, simply supported bridge composed of eleven welded plate girders. The substructure units are integral abutments composed of steel piles, reinforced concrete pile caps, and MSE retaining walls. It is an approach structure for the main river bridge and carries Interstate Route 295 over Taylorsville Road in Lower Makefield Township, Pennsylvania. The bridge was opened to traffic on July 9, 2019. The bridge is currently configured to carry dual roadways divided by a concrete median barrier with two lanes traveling eastbound and two lanes plus an exit lane traveling westbound. Following the completion of the twin structure (Structure No. 84), eastbound traffic will be removed from Structure No. 83, the median barrier will be removed, and the structure will be reconfigured to have three 12 foot lanes, an exit lane for Ramp D to Taylorsville Road, and left and right shoulders (12 foot minimum). The overall length of the structure is approximately 108 feet.

Note that the designation *Structure No. 82* was formerly used by the Commission for the bridge carrying I-95 northbound and southbound over the Taylorsville Road prior to being decommissioned on July 10, 2019.

### SCUDDER FALLS TOLL BRIDGE FACILITIES AND GROUNDS

The Commission has purchased or obtained a number of properties in Pennsylvania and a section of Right-of-Way in New Jersey. In 2016, the Commission purchased an approximately 10-acre lot outside of the Right-of-Way located at the corner of Woodside and Taylorsville Roads in Lower Makefield Township. The intended use of the property is for construction of a two-story Administrative building that would serve as the Commission's administrative headquarters, replacing the building adjacent to Route 1 in Morrisville. In addition to the building, the Commission is reconstructing the current park-and-ride lot at the location to accommodate 103 parking spaces and assume ownership of the lot; taking full responsibility for the future operation, maintenance, landscaping, and snow and trash removal in perpetuity. The Commission renovated the 1799 Building into Public Restrooms and constructing, at its expense, a bicycle/pedestrian path from the reconstructed park & ride lot to the Delaware Canal Park towpath, which subsequently will be linked to the bike-pedestrian facility to be constructed across the river.

Under Contract No. T-668A, the BM/AET building, a four (4)-story building housing Bridge Monitors (BM) and the computer equipment of the All Electronic Tolling (AET) was completed in 2019. Additionally, two (2) gantry structures for the AET equipment located in front of the BM/AET building, and over the I-295 Westbound lanes only (currently over both directions due to construction staging). The gantry structures are 31 feet apart with a maintenance catwalk between the two, which provide access from the building roof top for maintenance of the AET equipment. Overhead signage is mounted on the leading gantry.

In March 2018, the Commission awarded Contract No. T-707A for the construction of the Administration Building at Scudder Falls, including renovation of the adjacent 1799 House into a

trail head with public restroom. The Commission occupied the new Administration Building on September 16, 2019. The 30,000 square feet building is a 2-story, steel framed structure with a glass curtain wall. It has an open floor plan and roof mounted solar panels. An underground fuel tank is located in the parking lot for fueling Commission vehicles. As part of the project, the Commission also purchased and improved the Park & Ride parking lot from Lower Makefield Township and is now fully responsible for the property.

The 2019 inspection included three (3) of the six (6) structures to be constructed under Contract No. T-668A. This included the main river bridge (Structure No. 80), two (2) approach structures (Structure Nos. 81 and 83) and an overview of the surrounding network of ramps and roadways. No inspection was performed on the Facility & Grounds in 2019.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### **SCUDDER FALLS TOLL BRIDGE (#80, upstream side)**

(1 span, simply supported, prestressed concrete beams on integral abutments)

The structure is in overall excellent condition.

The deck, approach roadway and superstructure are in excellent condition.

The substructure above the waterline is in excellent condition.

An underwater inspection for the new structure has not been performed due to ongoing construction activities.

### **PENNSYLVANIA CANAL OVERPASS (#81)**

(1 span, simply supported, prestressed concrete beams on integral abutments)

The structure is in overall excellent condition.

The deck, approach roadway, superstructure and substructure are in excellent condition.

### **TAYLORSVILLE ROAD OVERPASS (#83)**

(1 span, simply supported, welded plate girders on integral abutments)

The structure is in overall excellent condition.

The deck, approach roadway, superstructure and substructure are in excellent condition.

## **SCUDDER FALLS TOLL BRIDGE FACILITIES AND GROUNDS**

Due to ongoing construction activities for Contract No. T-668A and T-707A, there was no inspection of the Facility and Grounds.

## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### SCUDDER FALLS TOLL BRIDGE (#80, upstream side)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### PENNSYLVANIA CANAL OVERPASS (#81)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### TAYLORSVILLE ROAD OVERPASS (#83)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
<b>660</b>	<b>Scudder Falls Bridge Replacement Project</b>	<i>\$0</i>	\$99,960,479	\$25,559,765	<b>\$125,520,245</b>
<b>BRIDGES SUB TOTAL</b>		<i>\$0</i>	<b>\$99,960,479</b>	<b>\$25,559,765</b>	<b>\$125,520,245</b>
<b><u>Facilities and Grounds</u></b>					
<b>SFTSB</b>	<b>Unforeseen Projects</b>	<i>\$0</i>	\$150,000	\$154,410	<b>\$304,410</b>
<b>707</b>	<b>Commission Administration Building at Scudder Falls</b>	<i>\$0</i>	\$167,796	\$0	<b>\$167,796</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<i>\$0</i>	<b>\$317,796</b>	<b>\$154,410</b>	<b>\$472,206</b>
<b>TOTAL COST</b>		<i>\$0</i>	<b>\$100,278,275</b>	<b>\$25,714,175</b>	<b>\$125,992,450</b>



***NEW HOPE - LAMBERTVILLE***

***TOLL BRIDGE FACILITY***

***(Structure No. 140)***



Commonwealth of Pennsylvania  
County of Bucks  
Township of Solebury

State of New Jersey  
County of Hunterdon  
Township of Delaware



# NEW HOPE - LAMBERTVILLE TOLL BRIDGE FACILITY

## **GENERAL**

### **NEW HOPE - LAMBERTVILLE TOLL BRIDGE**

(10 span, continuous, steel two girder/floorbeam/stringer)

The New Hope - Lambertville Bridge (Structure No. 140) was opened to traffic on July 22, 1971 and carries US Route 202 over the Delaware River between Delaware Township, New Jersey and Solebury Township, Pennsylvania.

The bridge is a ten span, continuous, steel two girder and floorbeam structure. The deck is reinforced concrete and carries two lanes of traffic in each direction separated by a median barrier. The substructure units are composed of reinforced concrete with stone facing. The total length of the structure is 1,682 feet measured from center to center of bearings. In 2003, the Rehabilitation of the New Hope - Lambertville Toll Bridge was completed under Contract No. T-370B-3. Work completed under this contract included deck, bearing (installed isolation bearings), deck joint, parapet, light pole, and guide rail rehabilitation as well as miscellaneous cleaning and painting as needed on the bridge.

The posted speed limit is 50 mph in the northbound direction and 55 mph in the southbound direction.

Complete rehabilitation of the floorbeam cantilever brackets was completed in October 2009 under Contract No. T-498A. All of the 130 steel cantilever bracket tie plates on the bridge were strengthened with high strength steel. Structural repairs were also made to the stringer bearings and steel catwalk, which included replacing the stringer bearing bolts and replacement of deteriorated sections of the catwalk.

Substructure Repairs of Piers 2 through 6 including both abutments were completed under Contract No. T/TS-476A-1 in 2010. These repairs included masonry repointing at Piers 2 and 4 and both abutments. Epoxy injection crack sealing of Piers 2 through 6 and the NJ abutment were also completed at this bridge.

Pavement rehabilitation and approach bridge repairs were completed in November 2013 under Contract No. T-543A. These repairs included the rehabilitation, repair and repaving of the NJ and PA Route 202 approach roadways and rehabilitation/resurfacing of associated on/off ramps to PA Route 32 and NJ Route 29. Bridge repairs included repointing of masonry joints, joint sealing, methacrylate sealer to concrete surfaces, concrete deck/substructure repairs, blast cleaning and repainting of structural steel members, deck joint repairs, and replacement of all bearings at the Route 32 and Route 29 approach structures.

The New Hope - Lambertville Toll Bridge Floor System Rehabilitation was completed in 2018 under Contract No. T-708A. The project included steel repairs and strengthening areas of the superstructure beneath deck joints and pin hangers. The work also included spot cleaning and painting of the superstructure.

Under Contract No. C-704A-2, design of repairs to the East Abutment Stone Veneer is being completed with construction to be completed under the Commission's Job Order Contracting contract.

#### NEW HOPE - LAMBERTVILLE APPROACH BRIDGES

The Commission's jurisdiction also includes the loop ramp interchanges with overpasses provided at Route 29 in New Jersey and Route 32 in Pennsylvania. The posted speed limit is 50 mph in the northbound direction and 55 mph in the southbound direction.

#### NEW HOPE - LAMBERTVILLE FACILITY AND GROUNDS

The toll plaza on the Pennsylvania approach was reconstructed in 2003 under Contract No. T-370B-2, and has one way toll collection, replacing the two way collection prior to the rehabilitation. Two lanes are equipped with toll booths and two lanes are E-ZPass only, but all four (4) lanes are equipped with E-ZPass and can accept cars or trucks. The toll plaza is erected on concrete islands and is protected with an overhead canopy that matches the Operations building roof. The Sergeant's Office is located between Lane 2 and Lane 3. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high resolution cameras and lights - in toll collection lanes.

The administration building and attached maintenance garage facility roofs were replaced in 2005 under Contract No. T-435A.

Contract No. T-397B, New Hope - Lambertville Toll Bridge Building Administration Building Renovations & Addition was completed in October 2008. Contract No. T-397B included the renovation and refurbishment of approximately 9,200 S.F. of existing building space, the construction of a new three story addition of 6,000 S.F., and assorted building (structural, electrical, mechanical, HVAC, etc.) system improvements. Installation of a backup generator to supply all power needs of the facility was also included.

Upon rededication of the Administration Building in December 2008, the New Hope – Lambertville Toll Bridge facility is now known as the New Hope Headquarters and Administration Building and houses the Commission's Executive Staff as well as some administrative and operations staff.

In 2010, highway lighting electrical improvements were completed under Contract No. T-554A. The work included providing, installing and testing electrical equipment, grounding, and circuits for the highway lighting electrical system and replacements and upgrades of electrical panel board's equipment at the New Hope - Lambertville Toll Bridge Administration Building.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the New Hope - Lambertville toll plaza.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was

not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements for space utilization improvements at the New Hope – Lambertville Executive headquarters.

In 2019, construction was completed for a new 500 ton salt storage facility and reconstruction of the existing salt storage building walls and roof to be re-purposed as equipment storage under Contract No. T-611A.

The 2019 inspection included the main river bridge, two (2) approach bridges, three (3) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.



## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### **NEW HOPE - LAMBERTVILLE TOLL BRIDGE**

(10 span, continuous, steel two girder/floorbeam/stringer)

The structure is in overall satisfactory condition.

The deck has been downgraded from good to satisfactory condition due to spalls and asphalt patches at the top of deck and spalls and incipient spalls at the underside of deck.

The approach roadway is in good condition.

The superstructure is in satisfactory condition. There are numerous floorbeams and stringers that exhibit section loss, which is mostly arrested by the recent painting. Multiple repairs were performed at the most severe section loss locations since the previous inspection.

The substructure above the waterline and the pin and hanger system are in good condition.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure was found to be in good condition.

Sign structures #14051 in Span 2 and #14052 in Span 8 are in good condition.

### **NJ ROUTE 29 OVERPASS**

(3 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

### **PA ROUTE 32 OVERPASS**

(1 span, reinforced concrete rigid frame)

The structure is in overall good condition.

The deck (roadway slab over the frame), approach roadway, superstructure and substructure are in good condition.

Sign Structure #14053 on the west approach is in good condition.

NEW HOPE - LAMBERTVILLE TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition. The roadways at the tollbooths are in good condition. New electronic signs have been installed above the toll lanes since the previous inspection. The paint striping throughout the toll plaza is reported to be deteriorated and needs to be repainted often.

The storage shed near the canal has been torn down as part of the Salt Storage Facility Contract No. T-611A.

There are settled drainage inlets at the southeast corner of the parking lot.

There are several dying trees along the edge of the property at the west side of the Administration building.



## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### NEW HOPE - LAMBERTVILLE TOLL BRIDGE MAIN RIVER BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Tighten the loose post tensions rod at south end of Floobeam 3 in Span 10
  - Repair stone veneer at the abutments (*currently under evaluation*)
  - Repair spalls and deteriorated concrete at Piers 1, 4 & 7
  - Place riprap at Pier 2
  - Remove trees at Piers 8 & 9 and remove debris at Piers 2, 3, 5 and 6

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### NJ ROUTE 29 OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### PA ROUTE 32 OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### NEW HOPE - LAMBERTVILLE TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
  - Repair settled drainage inlets at the southeast corner of the parking lot
  - Contract an arborist to address the condition of the trees throughout the property

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***New Hope Lambertville Toll Bridge***

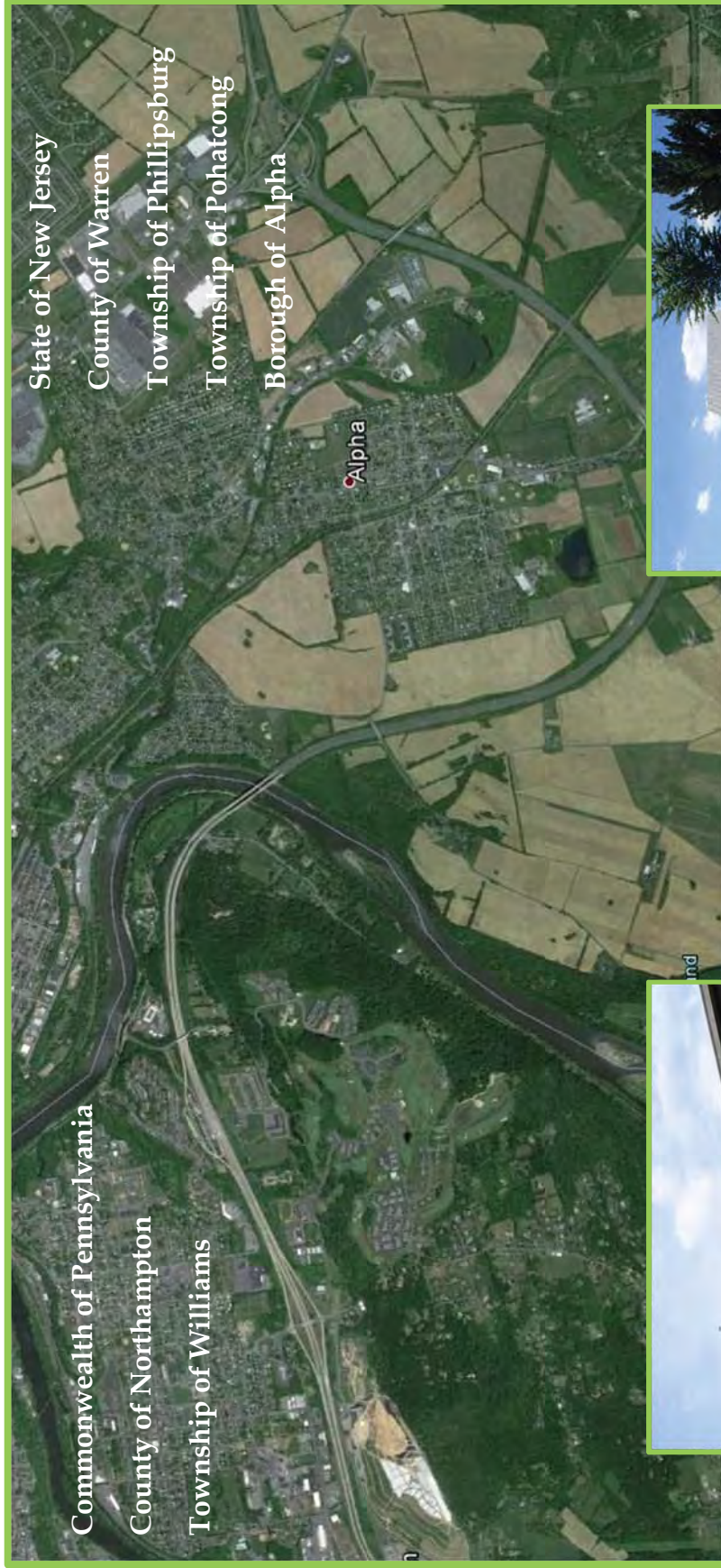
### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
	New Hope - Lambertville Toll Bridge Floor System Rehabilitation completed in 2018.. The approaches were repaved in 2013-2014. Cantilever Bracket Improvements were completed in 2009.				
758	New Hope - Lambertville Toll Bridge Backwall Rehabilitation	\$0	\$141,713	\$1,231,768	\$1,373,481
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$141,713</b>	<b>\$1,231,768</b>	<b>\$1,373,481</b>
<b><u>Facilities and Grounds</u></b>					
NHLTB	Unforeseen Projects	\$0	\$100,000	\$102,940	\$202,940
611	New Hope - Lambertville Toll Bridge Salt Storage Facility Improvements	\$0	\$0	\$0	\$0
741	NH-L TB Stone Veneer Replacement	\$0	\$820,664	\$0	\$820,664
680	NH-L Toll Bridge Parking Lot Paving	\$0	\$31,209	\$305,736	\$336,945
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$951,873</b>	<b>\$408,676</b>	<b>\$1,360,549</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$1,093,586</b>	<b>\$1,640,444</b>	<b>\$2,734,031</b>

***INTERSTATE 78***

***TOLL BRIDGE FACILITY***

***(Structure Nos. 270 & 275)***



# INTERSTATE 78 TOLL BRIDGE FACILITY

## **GENERAL**

### **INTERSTATE 78 TOLL BRIDGE MAIN RIVER BRIDGE**

(Twin 7 span, continuous, steel multi - girder)

The Interstate 78 toll bridge carries traffic over the Delaware River between Williams Township, Northampton County, Pennsylvania and the Town of Phillipsburg, Warren County, New Jersey. The facility was opened to traffic on November 21, 1989.

The Interstate 78 main river bridge (Structure Nos. 270 & 275) is a twin, 1,222 foot long, four girder, 7 span continuous steel bridge. The dual roadways are each 48 feet from curb to curb and carry three lanes of traffic. The substructure consists of reinforced concrete hammerhead piers and reinforced concrete stub abutments. The posted speed limit on the bridge is 55 mph in the westbound direction and 65 mph in eastbound direction.

### **INTERSTATE 78 APPROACH BRIDGES**

The New Jersey approach consists of six (6) approach structures. The Pennsylvania approach consists of five (5) approach structures. In total there are eleven (11) approach structures owned and maintained by the Commission that are part of the Interstate 78 Toll Bridge Facility.

In 2011, the west deck joint of the I-78 Westbound over County Route 519 overpass structure at Milepost 2.2 in New Jersey was rehabilitated after it began to fail.

### **INTERSTATE 78 ROADWAY**

The Commission's jurisdiction extends approximately 2.2 miles to the west at the Pennsylvania approach and includes five (5) approach structures and a Welcome Center. The New Jersey approach extends approximately 4.2 miles to the east from the main river bridge and includes six (6) approach structures (not including Conrail over I-78 or the Route 22/173 structures).

In October 2009, the Commission completed Contract No. T-424A, I-78 Roadway Rehabilitation, a two year rehabilitation project along the agency's 4.2-mile segment of I-78 in New Jersey. The project included subsurface remediation to address sinkholes as well as rehabilitating cracked roadway conditions as a result of heavy truck traffic along the roadway. Subsurface voids were filled and stabilized as part of the project; the Commission's New Jersey segment of I-78 is in an area where subsurface limestone geologic formations are prone to sinkholes. Work included rehabilitation of the concrete roadway, utilizing a variety of techniques including polyurethane grout injection and concrete slurry grouting. Crack stitching was also utilized at numerous locations, complete full depth replacement of the roadway was completed at the worst locations. The Still Valley Exit 3 Ramp was also rehabilitated as part of the project. Other improvements included repairs to various overpasses and secondary bridge structures, and the installation of a variety of safety upgrades, such as new striping and guide rails.

In 2010, the Commission completed two Design - Build Contracts, DB-562A & DB-563A, for the design and installation of median guide rails along the Commission's jurisdiction in NJ & PA to address potential cross - overs. Contract No. DB-563A also included the installation of snow fence on the County Route 519 overpass structure in NJ.



Contract No. T-506A, I-78 Toll Bridge Pennsylvania Approach Paving Improvements was completed in 2013. Work completed under this contract included repaving of the entire Pennsylvania Approach and repaving of the Welcome Center Parking Lot.

In 2019, Contract No. T-644A, I-78 Bridges and Approach Slabs Rehabilitation was substantially completed. This project consisted of approximately 7.0 miles of roadway, five (5) bridges, and a Welcome Center in the Commission's jurisdiction within Pennsylvania; six (6) bridges in the Commission's jurisdiction within New Jersey; and two (2) bridges on I-78 over the Delaware River. Specific improvements and repairs included, but are not limited to the following:

- *Precast Approach Slab Replacements:* This work included the repair and replacement of approach slabs at all eight (8) bridges carrying I-78. Existing traffic lane slabs adjacent to I-78 bridge decks were replaced with precast slabs.
- *Painting Existing Structural Steel:* This work included the removal of existing paint and repainting structural steel at all six (6) New Jersey bridges.
- *Asphalt Overlay and Regrading:* This work included the installation an asphalt overlay of the existing roadways at select locations and over all proposed bridge approach slabs.
- *Deck Seal Coat:* This work includes prepping the existing deck, performing miscellaneous spall repairs, and sealing the entire deck of all thirteen (13) bridges with a penetrating sealer material. In addition, deck joint seals were replaced at four (4) bridges.
- *Miscellaneous Substructure Repairs:* This work included the delineation of deteriorated substructure concrete, the removal of the concrete and the patching of the repair areas at select locations.
- *Miscellaneous Superstructure Repairs:* This work included miscellaneous repairs to steel and concrete superstructure members at select locations.
- *Roadway Re-Striping:* This work included re-striping of all roadways within the Commission's jurisdiction and replacement of damaged or missing flexible delineators and raised pavement markers.

#### INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

The one way toll plaza, opened in 1989, and is located on the Pennsylvania approach of the westbound lanes and had seven (7) toll lanes. The toll plaza was reconfigured to four (4) lanes and two (2) Express E-ZPass lanes in 2010 under Contract No. DB-427B: I-78 Open Road Tolling Lanes (Express E-ZPass) Implementation. This traffic congestion/mitigation project involved the reconfiguration of the barrier toll plaza, removing three lanes and installing two Express E-ZPass lane with shoulders and paving and re-striping work approaching the toll plaza. All lanes are capable of handling both cars and trucks. The project also involved the installation of new LED variable message signs on the canopy. All lanes are equipped with E-ZPass. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology – high resolution cameras and lights - in toll collection lanes.

The salt storage building was constructed under Contract No. T-392R in 2003.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the I-78 toll plaza.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2018, Contract No. T-508A, I-78 Maintenance Garage Expansion & Renovation was completed. The Scope of Work for this project included, but is not limited to the following:

- Renovation of existing Maintenance Facility
- Additions to the Maintenance Facility. Original 6 bay, 6,600 S.F. building to be expanded to nearly 19,000 S.F. with 16 bays.
- Replacement of all exterior windows at Welcome Center and Tunnel Stair
- Canopy at Welcome Center and Toll Booth for employee protection and canopy access
- HVAC equipment upgrades through-out the facility
- New direct digital control (DDC) building automation system (BAS) incorporating a state-of-the-art, microprocessor-based control platform with an open communication protocol and remote access.
- New standing-seam metal roof for the Welcome Center, Toll Plaza, Maintenance Garage and Tunnel Stair
- Welcome Center plumbing chase improvements
- Full site and remote sewer pump station Emergency Power Distribution Systems
- Site-wide lightning protection system replacement
- Improve site emergency ingress and egress to I-78
- New fueling island canopy and fuel dispensing pumps
- Storage bays for vehicles and equipment storage
- Male and female locker facilities
- Radiant floor heating throughout the existing and new Maintenance Garage Facility
- New state-of-the-art brining production system
- Relocated compactor and dumpster
- Operable partition in lunch room

In the fall of 2019, Contract No. T/TS-734A-001 was completed to rehabilitate deteriorated transverse and longitudinal asphalt pavement joints on I-78 throughout the Commission's New Jersey jurisdiction.

The 2019 inspection included the eastbound and westbound main river bridges, eleven (11) approach structures, six (6) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

***In 2020, longitudinal pavement joint rehabilitation throughout the Commissions' I-78 NJ corridor began under Contract No. T/TS-734A-003.***



## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### **INTERSTATE 78 TOLL BRIDGE (EASTBOUND)**

(7 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. The top of the deck exhibits numerous fine to medium transverse cracks throughout. The metal Stay-In-Place forms on the underside of the deck have isolated areas of spot rust and the concrete overhangs exhibit a few fine cracks with efflorescence.

The approach roadway has been upgraded from satisfactory to good condition due to repairs performed under Contract No. T-644A.

The superstructure and substructure above the waterline are in good condition. The paint system is showing signs of distress throughout with isolated areas of minor to locally moderate corrosion of the structural steel.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure was found to be in satisfactory condition due to cracks and small spalls throughout the substructure units.

### **INTERSTATE 78 TOLL BRIDGE (WESTBOUND)**

(7 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. The top of the deck exhibits numerous fine to medium transverse cracks throughout. The metal Stay-In-Place forms on the underside of the deck have isolated areas of spot rust and the concrete overhangs exhibit few fine cracks with efflorescence.

The approach roadway has been upgraded from satisfactory to good condition due to repairs performed under Contract No. T-644A.

The superstructure and substructure above the waterline are in good condition. The paint system at several areas of the structural steel is beginning to show signs of aging, with localized areas of light to moderate rust.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure was found to be in satisfactory condition due to cracks and small spalls throughout the substructure units.

The six (6) sign structures (#27551, 27552, 27553, 27554, 27555 and 27556 (E-ZPass ORT gantry)) on the approaches to the toll plaza are in overall good condition.

SERVICE ROAD OVERPASS

(1 span, simply supported, prestressed concrete adjacent box beams)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

MORGAN HILL ROAD OVERPASS

(2 span, continuous, prestressed concrete spread box beams)

The structure is in overall good condition.

The deck is in satisfactory condition. The top of the deck exhibits fine to medium cracks throughout, with some cracks being partially sealed.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. Medium to wide cracks and minor settlement in the bituminous concrete pavement were noted throughout both approach roadways.

The superstructure and substructure are in good condition.

CEDARVILLE ROAD OVERPASS

(4 span, simply supported, prestressed concrete I-girders)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. The asphalt wearing surface exhibits minor to moderate settlement with pattern cracking.

The superstructure is in satisfactory condition due to common cracks with rust stains and a few small spalls with exposed strands at the ends of the prestressed girders. There are displaced neoprene bearing pads at Pier 1.

The substructure is in good condition.

I-78 WESTBOUND OVER PA ROUTE 611

(3 span, simply supported, prestressed concrete spread box beams)

The structure is in overall good condition.

The deck, superstructure and substructure are in good condition. Some areas of prestressed beam ends and keeper blocks exhibit minor spalls.

The approach roadway has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

I-78 EASTBOUND OVER PA ROUTE 611

(3 span, simply supported, prestressed concrete spread box beams)

The structure is in overall good condition.

The deck, superstructure and substructure are in good condition. Some areas of prestressed beam ends and diaphragms exhibit minor spalls.

The approach roadway has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

CARPENTERSVILLE ROAD OVERPASS

(2 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. Spalls and medium to wide cracks were noted in the concrete approach slabs.

The superstructure is in good condition.

The substructure is in satisfactory condition. The north and south abutment breastwalls exhibit map cracking with water leakage and efflorescence.

EDGE ROAD OVERPASS

(2 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. Fine to medium cracks were noted, with several cracks partially sealed. Approach sidewalk sections located along the wingwalls also exhibit differential settlement.

The superstructure is in good condition.

The substructure is in satisfactory condition. The north and south abutment backwalls and breastwalls exhibit fine to medium full height vertical cracks, water staining, and small spalls.

I-78 WESTBOUND OVER NJ ROUTE 519

(2 span, continuous, steel multi - girder)

The structure is in overall good condition.

The deck is in good condition. Fine transverse cracks were noted in the concrete deck over the pier.

The approach roadway has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

The superstructure is in good condition.

The substructure has been upgraded from satisfactory to good condition due to repairs performed under Contract No. T-644A.

I-78 EASTBOUND OVER NJ ROUTE 519

(2 span, continuous, steel multi - girder)

The structure is in overall good condition.

The deck has been upgraded from satisfactory to good condition due to repairs performed under Contract No. T-644A.

The approach roadway has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

The superstructure is in good condition.

The substructure has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

I-78 WESTBOUND OVER RAMP C

(1 span, simply supported, steel multi - stringer)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

The superstructure is in good condition.

The substructure is in satisfactory condition. The east and west abutment breastwalls exhibit fine to medium vertical cracks with areas of water leakage. One backwall spall was noted the south end of the west abutment.

I-78 EASTBOUND OVER RAMP C

(1 span, simply supported, steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway has been upgraded from satisfactory to very good condition due to repairs performed under Contract No. T-644A.

The superstructure is in good condition.

The substructure is in satisfactory condition. The east and west abutment breastwalls exhibit medium vertical cracks, with areas of map cracking and heavy water staining.

INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

The overall condition of the I-78 Facility and Grounds is good. The buildings and structures located on the grounds have been maintained in a state of good repair.

The Administration Building / Welcome Center has loose masonry sealant at the building exterior, masonry cracks at the interior, and evidence of ponding at the lower level employee entrance.

Two damaged utility vaults were noted in the grounds at the perimeter of the Maintenance Garage. Areas of fractured pavement repairs were noted in the Welcome Center access road. The ADA crosswalk warning mat on the sidewalk to the truck parking lot is deteriorated.

The overall condition of the I-78 roadway is satisfactory with occasional potholes, pavement cracks, deteriorated pavement seams, and damaged guide rail. Also noted were areas of heavy vegetation growth on the gabion retaining walls along the highway, as well as trees in the clear zone with branches close to the edge of pavement.

## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### INTERSTATE 78 TOLL BRIDGE (EASTBOUND)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Clean and paint the structural steel and bearings
  - Clean and epoxy coat the bridge seats
  - Pressure inject cracks at Pier 4E
  - Remove debris at Pier 5E

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### INTERSTATE 78 TOLL BRIDGE (WESTBOUND)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Clean and paint the structural steel and bearings
  - Clean and epoxy coat the bridge seats
  - Pressure inject horizontal cracks at Pier 4W

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### SERVICE ROAD OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Seal the east and west abutments with an epoxy coating

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### MORGAN HILL ROAD OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### CEDARVILLE ROAD OVERPASS

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair spalls at the ends of prestressed concrete beams and apply epoxy waterproofing at all beam ends
  - Evaluate the suitability of the elastomeric bearing pads for the fixed bearings.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### I-78 WESTBOUND OVER PA ROUTE 611

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair spalls at the ends of prestressed concrete beams and apply epoxy waterproofing at all beam ends

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### I-78 EASTBOUND OVER PA ROUTE 611

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair spalls at the ends of prestressed concrete beams and apply epoxy waterproofing at all beam ends

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### CARPENTERSVILLE ROAD OVERPASS

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### EDGE ROAD OVERPASS

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### I-78 WESTBOUND OVER NJ ROUTE 519

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.



### I-78 EASTBOUND OVER NJ ROUTE 519

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### I-78 WESTBOUND OVER RAMP C

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### I-78 EASTBOUND OVER RAMP C

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### INTERSTATE 78 ROADWAY

The roadway is in overall satisfactory condition. During the 2019 inspection, common medium to wide transverse cracks with adjacent pothole formation primarily at pavement joints were observed throughout the bituminous concrete roadway surface on the New Jersey approach. These defects occur at an estimated 250 locations. In the autumn of 2019, Contract No. T/TS-734A-001 is scheduled to rehabilitate deteriorated transverse and longitudinal asphalt pavement joints on I-78 throughout the Commission's New Jersey jurisdiction.

Encroaching vegetation and observed growing over the top of the gabion retaining walls, and large tree branches were noted over the clear zone at a few areas along I-78.

Collision damaged guide rail, most notably the I-78 median near M.P. 2.0 (NJ) and the I-78 westbound left end terminal near M.P. 0.7 (NJ), was noted at multiple locations.

- Items to be included in future repair contract:
  - Trees and heavy vegetation should be cleared within the clear zone along the entire length of the Commission's jurisdiction
  - Repair roadway pavement throughout I-78 in the New Jersey approach (work included in Contract No. T/TS-734A-001)

For a list of maintenance repair items for the I-78 roadway, see the *2019 Annual Maintenance Report*.

### INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

Facility and Grounds are in a state of good repair and there is no work recommended at this time for future repair contracts.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

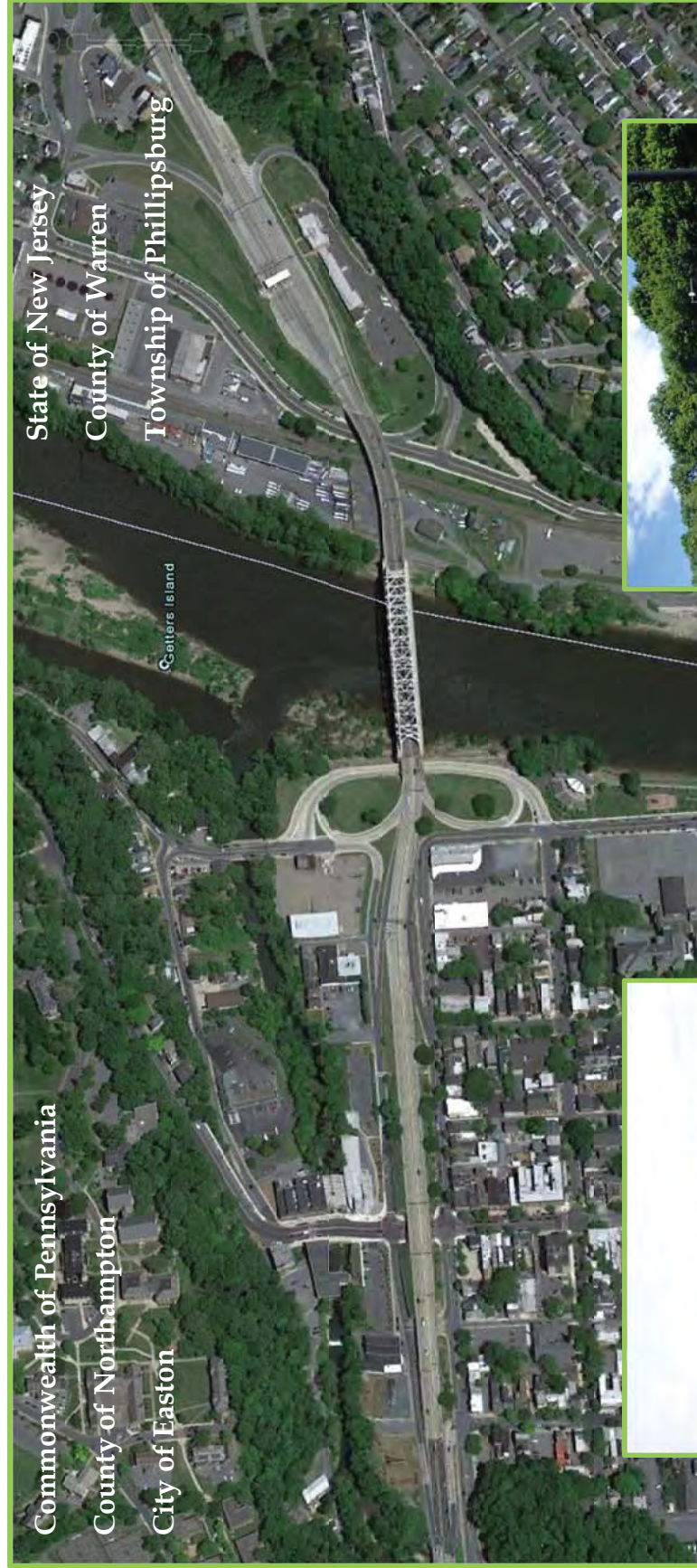
# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Interstate 78 Toll Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
721	I-78 Pavement Rehabilitation (Joint Rehabilitation)	\$0	\$442,705	\$0	\$442,705
748	I-78 TB Deck Sealing	\$0	\$24,806	\$1,099,626	\$1,124,431
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$467,511</b>	<b>\$1,099,626</b>	<b>\$1,567,136</b>
<b><u>Facilities and Grounds</u></b>					
I-78TB	Unforeseen Projects	\$0	\$300,000	\$308,820	\$608,820
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$300,000</b>	<b>\$308,820</b>	<b>\$608,820</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$767,511</b>	<b>\$1,408,446</b>	<b>\$2,175,956</b>

***EASTON - PHILLIPSBURG***  
***TOLL BRIDGE FACILITY***  
***(Structure No. 300)***



# EASTON - PHILLIPSBURG TOLL BRIDGE FACILITY

## **GENERAL**

### **EASTON - PHILLIPSBURG TOLL BRIDGE**

(1 span, steel Petit Thru - Truss)

The Easton - Phillipsburg Toll Bridge (Structure No. 300) carries US Route 22 over the Delaware River between the City of Easton, Pennsylvania, and the Town of Phillipsburg, New Jersey. The bridge was opened to traffic on January 14, 1938. Westbound only toll collection commenced on June 4, 1989.

The main river bridge consists of a 540 foot steel Petit thru - truss span over the Delaware River. The overall length, including the approaches on either end of the structure, is approximately 1,010 feet. The roadway width is 40 feet between the trusses and carries 4 lanes of traffic. There are 8 foot sidewalks cantilevered outside of both trusses. The substructure consists of reinforced concrete abutments. The posted speed limit through the toll bridge facility is 25 mph.

Sidewalk reconstruction was performed under Contract No. T-420 and was completed in 2004.

The Easton - Phillipsburg Toll Bridge and all approach structures received in depth, hands on inspection in 2010 as part of Contract No. T-437A, Easton - Phillipsburg Toll Bridge Rehabilitation. All work under Contract No. T-437A was completed in 2015. This contract included the rehabilitation of the main river bridge, including bituminous deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of bridge drainage system, structural steel and substructure repairs, and rehabilitation of pedestrian railings. All five (5) approach structures received various repairs/upgrades, including superstructure replacement of the PA Route 611 overpass, new LMC overlay, painting of structural steel, and bearing replacement at Bank/Third Street overpasses, new ADA compliant ramp at Bushkill Street at the Pedestrian Tunnel entrance, and significant repairs/repainting of the Broad Street viaduct. The NJ and PA approach roadway concrete slabs and sign structures were also rehabilitated. Other miscellaneous repairs and upgrades included roadway and bridge lighting replacement, installing aesthetic lighting under the Third Street overpass, minor repairs and painting of the toll booth facilities as well as electrical upgrades to the toll facility Load Center in the Administration Building.

### **EASTON - PHILLIPSBURG TOLL BRIDGE APPROACH STRUCTURES**

The Commission's jurisdiction includes a total of five (5) approach structures, one structure at the NJ approach (Broad Street Viaduct) and the remaining four (4) on the PA approach.

Approximately 2,000 feet of the Pennsylvania approach was reconstructed in 1982. This reconstruction included new superstructures for the overpasses at Bank Street, Third Street and Route 611. The truss support for the center bearing at the west abutment of the Broad Street Viaduct was reconstructed in 2001.



## EASTON - PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

The toll plaza was converted to one way toll collection in 1989 under Contract No. T-296. It is located at the New Jersey approach and has five (5) toll lanes. All tollbooths are erected on concrete islands and are protected by an overhead canopy. All lanes are equipped for E-ZPass. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology – high resolution cameras and lights - in toll collection lanes.

The roof on the administration building and garage was replaced in 2007 under Contract No. T-465A.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Easton-Phillipsburg toll plaza. Part of this work included construction of new toll lane slabs and loop detectors.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2019, construction was completed for a new 2,000 ton salt storage facility under Contract No. T-711AR.

The 2019 inspection included the main river bridge, the five (5) approach bridges, four (4) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### **EASTON - PHILLIPSBURG TOLL BRIDGE MAIN RIVER BRIDGE**

(1 span, steel Petit Thru - Truss)

The structure is in overall good condition.

The deck has been downgraded from very good to good due to minor field observed conditions.

The superstructure and substructure are in good condition.

There is no approach roadway for this structure due to the adjacent approach structures.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure was noted to be in good condition.

The sign structures (4 total) are in overall satisfactory condition. Sign Structure #30051 approximately 250 feet west of the main river bridge exhibits several fine to medium cracks with efflorescence and areas of spalled concrete at the north concrete pedestal foundation.

### **BROAD STREET VIADUCT**

(5 span, simply supported, riveted steel three girder - floorbeam - stringer system)

The structure is in overall satisfactory condition.

The deck, approach roadway, and substructure are in good condition.

The superstructure is in satisfactory condition due to localized occurrences of minor section losses on the girder webs and flanges, which have been arrested by paint.

### **ROUTE 611 OVERPASS**

(1 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The deck and superstructure are in very good condition.

The approach roadway (west only) and substructure are in good condition.



THIRD STREET OVERPASS

(1 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The deck, superstructure and substructure are in good condition.

The approach roadways are in very good condition.

BANK STREET OVERPASS

(3 span, continuous, steel multi - girder)

The structure is in overall good condition.

The deck is in satisfactory condition due to spalls with exposed reinforcement at the underside of south deck overhang.

The approach roadway, superstructure and substructure are in good condition.

PEDESTRIAN TUNNEL

(Single cell, reinforced concrete box culvert)

The structure is in overall good condition.

The approach roadway, deck, superstructure and substructure are in good condition.

EASTON - PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall fair condition. Overall the toll plaza is in satisfactory condition.

The maintenance building asphalt parking lot is in fair condition with numerous cracks and worn asphalt. The water main located in the parking lot was noted to need repeated repairs.

The administration building brick and stone façade exhibits areas of distress and displacement of the bricks due to pressure resulting from water intrusion. There are issues with the masonry relieving angles and associated displacement of the brick veneer, which warrant an in-depth inspection. Flexible sealant at the masonry joints have torn at the Maintenance Garage.

Sidewalk cracking and settlement was noted along the Ramp C retaining wall walkway, at the top of the stairway to the roadway level, and at several other locations throughout the grounds.

Localized cracking, efflorescence, small spalls, and minor displacements were observed on several retaining walls.

## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### EASTON - PHILLIPSBURG TOLL BRIDGE MAIN RIVER BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Remove the deck panel in the eastbound right lane at the west abutment deck joint and repair structural members that support the deck and deck joint.
  - Consider modifications to the curb scuppers and collection system cleanouts.
  - Pressure inject cracks at the east and west abutments
  - Repoint mortar joints at the east and west abutment slope protection
  - Place riprap at the west abutment and along the embankments.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### BROAD STREET VIADUCT

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### ROUTE 611 OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### THIRD STREET OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### BANK STREET OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

## PEDESTRIAN TUNNEL

The structure is in overall good condition.

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

## EASTON - PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
  - The administration building brick and stone façade exhibits areas of distress and displacement of the bricks due to pressure resulting from water intrusion. An in depth inspection should be performed to confirm the extent and causes of the issues with the masonry relieving angles and the displacement of the brick veneer. Repairs may include removing courses of masonry directly above and below the relieving angles, removing rust, and treating the metal angles. Reinstallation or replacement of the angles may also be required.
  - Repair and repoint areas of cracked, missing and deteriorated brick masonry throughout the Administration Building and Maintenance Garage
  - Mill and resurface the asphalt parking lot
  - Remove the sidewalk and curbs at the retaining wall along Ramp C and install new curb and landscaping (combined with parking lot resurfacing)
  - Repair deteriorated concrete apron in the Maintenance Garage in Bay 10

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

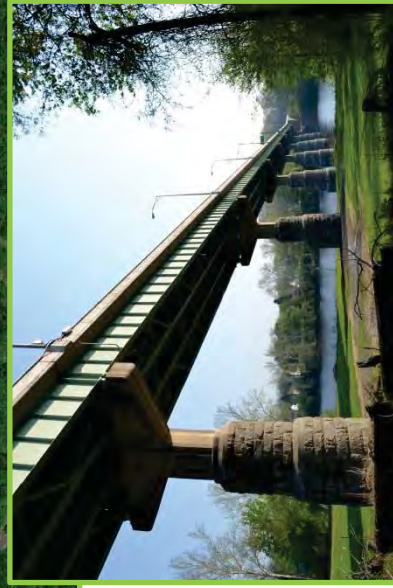
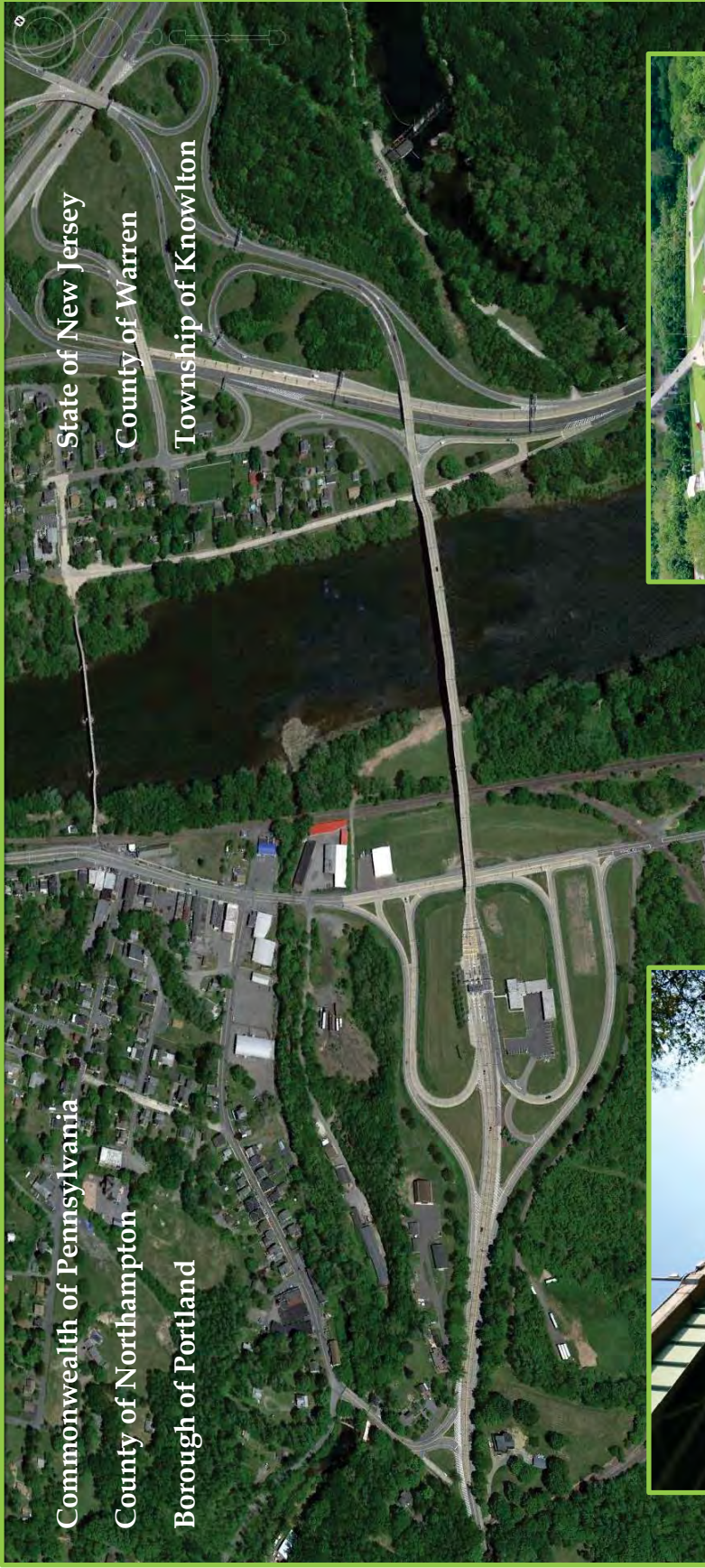
## ***Easton-Phillipsburg Toll Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2021	2022	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2014					
	<b>BRIDGES SUB TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
EPTB	Unforeseen Projects	\$0	\$100,000	\$102,940	\$202,940
564	E-P TB Parking Lot Improvements	\$0	\$879,022	\$0	\$879,022
711	E-P TB Salt Storage Building	\$0	\$0	\$0	\$0
713	E-P TB Admin Building Modernization & Generator Upgrade	\$0	\$0	\$0	\$0
	<b>FACILITIES AND GROUNDS SUB TOTAL</b>	<b>\$0</b>	<b>\$979,022</b>	<b>\$102,940</b>	<b>\$1,081,962</b>
	<b>TOTAL COST</b>	<b>\$0</b>	<b>\$979,022</b>	<b>\$102,940</b>	<b>\$1,081,962</b>

***PORTLAND - COLUMBIA***  
***TOLL BRIDGE FACILITY***  
***(Structure No. 340)***





# PORTLAND - COLUMBIA TOLL BRIDGE FACILITY

## **GENERAL**

### **PORTLAND - COLUMBIA TOLL BRIDGE**

(10 span, simply supported riveted steel multi - girder)

The Portland - Columbia Toll Bridge Facility (Structure No. 340) opened to traffic on December 1, 1953 and converted to toll collection in the westbound direction only on May 25, 1989 under Contract No. T-297. The bridge connects Pennsylvania Route 611 at Portland, Pennsylvania with US Route 46 at a section of Knowlton Township, New Jersey. US Route 46 merges with Interstate 80 located just north of the bridge on the New Jersey approach.

The main river bridge consists of a ten span, simply supported riveted steel plate girder system with an approximate total length of 1,309 feet. The roadway is 29 feet wide from curb to curb and carries one lane of traffic in each direction with a posted speed limit of 35 mph. The substructure units consist of reinforced concrete piers and concrete bin abutments. All the substructures are founded on spread footings with the exception of Pier 8, which is founded on piles. The piers also have partial granite stone facing.

A rehabilitation contract performed in 1992 included replacement of the existing concrete deck with a cast - in - place deck and concrete parapets. The combination sidewalk and maintenance walkway were removed and a new lighting system on the downstream side of the main bridge was installed. Approach roadway improvements (NJ and PA) and new drainage systems were also constructed. In 1998, the main river bridge, the pedestrian bridge to the north of the toll bridge, and both approach structures were cleaned and painted by contract.

In 2010, the Commission completed a Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-476A-2. This project included substructure repairs of piers 1 through 9 and both abutments including masonry repointing, epoxy injection crack sealing of pier footings and spall repairs. In 2012, the Commission completed a second Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-573A. This project included underwater repairs to the footings at piers 6 and 7 consisting of tremie and concrete bag remediation.

Repairs to the approach roadways and the application of methacrylate deck sealant were completed in 2015 under Contract No. T-566A. This contract included toll plaza roadway slab reconstruction; approach roadway/ramp resurfacing, reconstruction, and widening; resurfacing at the Locust Street overpass approaches; roadway lighting upgrades; drainage improvements; replacement of all main river and approach bridge deck joint sealers; application of a methacrylate sealer to all bridge decks/parapets; and other miscellaneous improvements.

### **PORTLAND - COLUMBIA APPROACH BRIDGES**

The Commission's jurisdiction also includes two additional bridges at the New Jersey approach, Locust Street and US 46 overpass. Deck and barrier replacements were performed in 1992 in conjunction with the main river bridge rehabilitation contract.



Repairs to the Locust Street Bridge were completed in 2010 under Contract No. T-441A. These repairs included, resetting, cleaning and painting of the steel bearings, concrete repairs to the bridge substructure and new concrete slope protection at each abutment.

Repairs to the approach roadways and the application of deck sealant were performed as part of Contract No. T-566A in 2015.

#### PORTLAND - COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

The one way toll plaza, located at the Pennsylvania approach, has three toll lanes. All the tollbooths are erected on concrete islands and are protected by an overhead canopy. All three lanes are equipped for E-ZPass. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology – high resolution cameras and lights - in toll collection lanes.

A 2,000 ton salt storage barn was constructed in 2010 under Contract No. T-441A which services all Northern Region bridges. Also completed under Contract No. T-441A was the installation of impact attenuators at the toll plaza, repairs to the concrete toll plaza islands and restriping of the traffic marking in the toll plaza area. The facility parking lot, driveways and maintenance yards were resurfaced and new curbs and sidewalks were also installed. Another project element was the installation of a sewer line connecting the administration building to the new Portland Borough municipal sewer system.

The roof on the maintenance garage and the administration building was replaced in 2005 under Contract No. T-439A.

In 2016, generator upgrades were completed under Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Portland - Columbia toll plaza. This work included construction of new toll lane slabs with loop detectors.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

The 2019 inspection included the main river bridge, two (2) approach bridges, five (5) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### **PORTLAND - COLUMBIA TOLL BRIDGE**

(10 span, simply supported riveted steel multi - girder)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure above the waterline are in good condition. There are several locations of section loss to the beam ends and connection plates throughout the superstructure, the majority of which are arrested by paint. The girders have isolated locations of spot rust. Several isolated spalls were noted throughout the substructure

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The underwater components of the substructure were noted to be in good condition.

The sign structures (5 total) are in overall good condition. The painted sign structures were cleaned and repainted under Contract No. T-566A.

### **ROUTE 46 OVERPASS**

(1 span, riveted steel multi - girder)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition. Areas of section loss were noted on the secondary members of the superstructure.

### **LOCUST STREET OVERPASS**

(4 span, simply supported steel multi - girder)

The structure is in overall satisfactory condition.

The deck and approach roadway are in good condition.

The superstructure is in good condition. However, the bearings exhibit pack rust.

The substructure has been downgraded from good to satisfactory condition due to cracks with rust stains and unsound repair patches.

PORTLAND - COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition.

The buildings show multiple masonry several stress cracks. No significant changes were observed to the cracks.

The asphalt pavement at the Administration Building and Maintenance Garage is in satisfactory condition.

The concrete toll booth islands and areas of the curb and shoulders show moderate deterioration and spalls.

## **CONCLUSIONS**

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**Based on the findings of the 2019 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.**

### PORTLAND - COLUMBIA TOLL BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at various locations on the girders and lateral bracing gussets.
  - Remove tack welds at fascia girders
  - Spall repairs at East Abutment and Piers 1, 2, 3, 4, 5, 7, & 9.
  - Remove debris at Piers 5, 7 and 8
  - Place riprap at vertically exposed portions of Pier 8

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### ROUTE 46 OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at lateral gusset plates (2 locations) at Girder 4

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### LOCUST STREET OVERPASS

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Clean and paint the bearings
  - Seal the wide vertical crack in Pier 1, Column 1 with epoxy

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### PORTLAND - COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
  - Reconstruct deteriorated toll booth islands
  - Repair the concrete spalls in the shoulder, curb and adjacent to inlet along the north side of PA 611.
  - Conduct a detailed building life and safety study

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Portland-Columbia Toll Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
Approach roadways and ramps rehabilitated in 2015					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>PCTB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$51,470</b>	<b>\$101,470</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$50,000</b>	<b>\$51,470</b>	<b>\$101,470</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$50,000</b>	<b>\$51,470</b>	<b>\$101,470</b>

***DELAWARE WATER GAP***  
***TOLL BRIDGE FACILITY***  
***(Structure Nos. 380 & 390)***





# DELAWARE WATER GAP TOLL BRIDGE FACILITY



## **GENERAL**

### **DELAWARE WATER GAP TOLL BRIDGE**

(Eastbound: 17 span, riveted steel multi - girder)

(Westbound: 16 span, riveted steel multi - girder)

The Delaware Water Gap Toll Bridge (Structure Nos. 380 and 390) carries Interstate 80 across the Delaware River near Delaware Water Gap, Pennsylvania, and Hardwick Township, NJ, providing a gateway from the eastern metropolitan area to the Pocono recreational area. Through Pennsylvania, the four lane limited access highway crosses the width of Pennsylvania to the Ohio border and directly connects to the Ohio Turnpike. On the New Jersey side, Interstate 80 connects the Delaware Water Gap Toll Bridge to the George Washington Bridge.

The toll bridge, built by the Commission and opened on December 16, 1953, is a twin, multi - span (17 spans EB and 16 spans WB), steel riveted plate girder bridge approximately 2,465 feet in total length. The dual roadways are each 28 feet wide from curb to curb, carrying two lanes of traffic each, and are separated by an aluminum barrier. A 5 foot wide sidewalk is located on the south side of the eastbound roadway, separated from the travel lanes with a concrete barrier. The substructure units consist of reinforced concrete bin abutments and piers. The piers also have partial granite stone facing. The speed limit posted at both approach roadways is 55 mph.

Major rehabilitation work was completed in 1989. The rehabilitation work included reconstruction of the toll plaza for one way toll collection in the westbound direction (8 total lanes), deck replacement, construction of a New Jersey approach pedestrian walkway, toll plaza access tunnel, and miscellaneous pavement replacement. Other work performed under this contract included the installation of the aluminum median barrier, lighting and signage.

In 2010, the Commission completed a Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-476A-2. This project included substructure repairs to piers 4W through 7W, 14W and 14E including masonry repointing and spall repairs. In 2012, the Commission completed a second Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-573A. This project included repairs to the footings at piers 8W, 9W, 8E and 9E consisting of epoxy injection crack sealing and Riprap repair around the perimeter of the footing.

In November 2011, both structures were rehabilitated under Contract No. T-472A. This contract included replacement of the steel expansion bearings, concrete repairs to the piers and abutments, replacement of the deck joints and cleaning and painting of the structural steel.

### **DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS**

The one way toll plaza, located at the Pennsylvania approach has five (5) toll lanes. The toll plaza was reconfigured in 2011 under the Delaware Water Gap Open Road Tolling Implementation, Contract No. T-440B. This traffic congestion/mitigation project involved the reconfiguration of the barrier toll plaza, removing three lanes to make way for a single Express E-ZPass lane with shoulders, and the construction of several new overhead sign structures. The

project included the removal of the three left toll plaza booths and replacing them with a single open road tolling lane. Additionally, the remaining five lanes at the toll plaza consist of a new E-ZPass only lane and four mixed mode (cash and electronic toll collections) lanes. All lanes are now capable of handling both cars and trucks. The project also involves the installation of new signs and sign structures, paving and striping work. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology – high resolution cameras and lights - in toll collection lanes.

A ½ mile section of Interstate 80 east of the bridge was resurfaced in 2007 under Contract No. T-492A, a reimbursement agreement with the New Jersey Department of Transportation.

The Delaware Water Gap Maintenance Garage Expansion was completed in 2013 under Contract No. T-474A. The roof on the maintenance garage and the administration building were also replaced in 2005 under Contract No. T-439A.

In 2016, generator upgrades were completed under Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the I-80 Delaware Water Gap toll plaza. This work also included construction of new toll lane slabs with loop detection.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In February 2019, a Scoping/Concept Study for the I-80 westbound Toll Plaza Roadway & NJ Approach Repairs began under Task Order Assignment No. C-702B-6.

The 2019 inspection included the eastbound and westbound main river bridges, seven (7) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridges are capable of safely supporting all legal loads.**

### **DELAWARE WATER GAP TOLL BRIDGE (EASTBOUND)**

(17 span, (4 continuous and 13 simply supported), riveted steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. Although not affecting the riding surface, numerous fine to wide transverse cracks were noted throughout the deck. The structure rehabilitation under Contract No. T-472A included the application of a penetrating deck sealant.

The approach roadway is in satisfactory condition. Fine to medium map cracks were noted at the approaches. Patches and small edge spalls were also noted at the approaches. A large fracture was noted on the east approach median barrier (see 'Facility and Grounds' section below).

The superstructure and substructure above the waterline are in good condition.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The underwater components of the substructure were noted to be in satisfactory condition due to minor deterioration of the substructure units and exposed footings.

### **DELAWARE WATER GAP TOLL BRIDGE (WESTBOUND)**

(16 span, (3 continuous and 13 simply supported), riveted steel multi - girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. Although not affecting the riding surface, numerous fine to wide transverse cracks were noted throughout the deck. The structure rehabilitation under Contract No. T-472A included the application of a penetrating deck sealant.

The approach roadway has been downgraded from satisfactory to fair condition. Fine to medium map cracks were noted at the approaches. Deteriorated patches, spalls, and settlement were also noted at various locations of the approach slabs. See 'Facilities and Grounds' for additional information.

The superstructure and substructure above the waterline are in good condition.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The underwater components of the substructure were noted to be in satisfactory condition due to minor deterioration of the substructure units and exposed footings at several piers.

The seven (7) sign structures spanning over the westbound lanes, located near the toll plaza and at the east bridge approach, are in overall good condition. The E-ZPass (ORT) gantry structure at the toll plaza is also in good condition.

DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition.

There is a large fracture in the median barrier on the I-80 east (New Jersey) approach near milepost 0.3.

The westbound west approach slabs approaching the toll booths and in the ORT lane just west of the toll booths show common spalling at slab joints and a few areas of noticeable settlement. Spall formation in the westbound toll plaza slabs is continuing as evidenced by ongoing spall repairs (concrete and asphalt patching). Noticeable settlement was observed at the asphalt pavement in the westbound E-ZPass ORT lane adjacent to PennDOT overhead sign structure, and in the pavement in the vicinity of a drainage inlet in the westbound west approach adjacent to the toll bridge.

## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridges are capable of safely supporting all legal loads.**

### DELAWARE WATER GAP TOLL BRIDGE (EASTBOUND)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair fractured median barrier on the east approach
  - Place riprap at Piers 8, 9 and 10
  - Remove debris at Piers 3, 8, 9, 10, 11, 12 and 13

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### DELAWARE WATER GAP TOLL BRIDGE (WESTBOUND)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Rehabilitate the I-80 westbound approach slabs and pavement throughout the Commission's jurisdiction (*currently under evaluation*)
  - Place riprap at Pier 8.
  - Remove debris at Piers 3, 8, 9, 12 and 13

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS

While the facility is being maintained in good condition overall, a detailed life and safety study should be conducted.

The paint striping throughout the toll plaza is deteriorated and needs to be repainted often. A developed plan should be considered to maintain the paint striping up to code.

Rehabilitation of the toll plaza slabs should be considered due to continuous spall repairs in the westbound lanes, the settlement of the asphalt pavement in westbound E-ZPass lane adjacent to PENNDOT overhead sign structure and the settlement in the roadway adjacent to the drainage inlet at the westbound lanes of the west approach to the structure. (A scoping study is currently underway under Task Order Assignment No. C702B-6.)

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Delaware Water Gap Toll Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

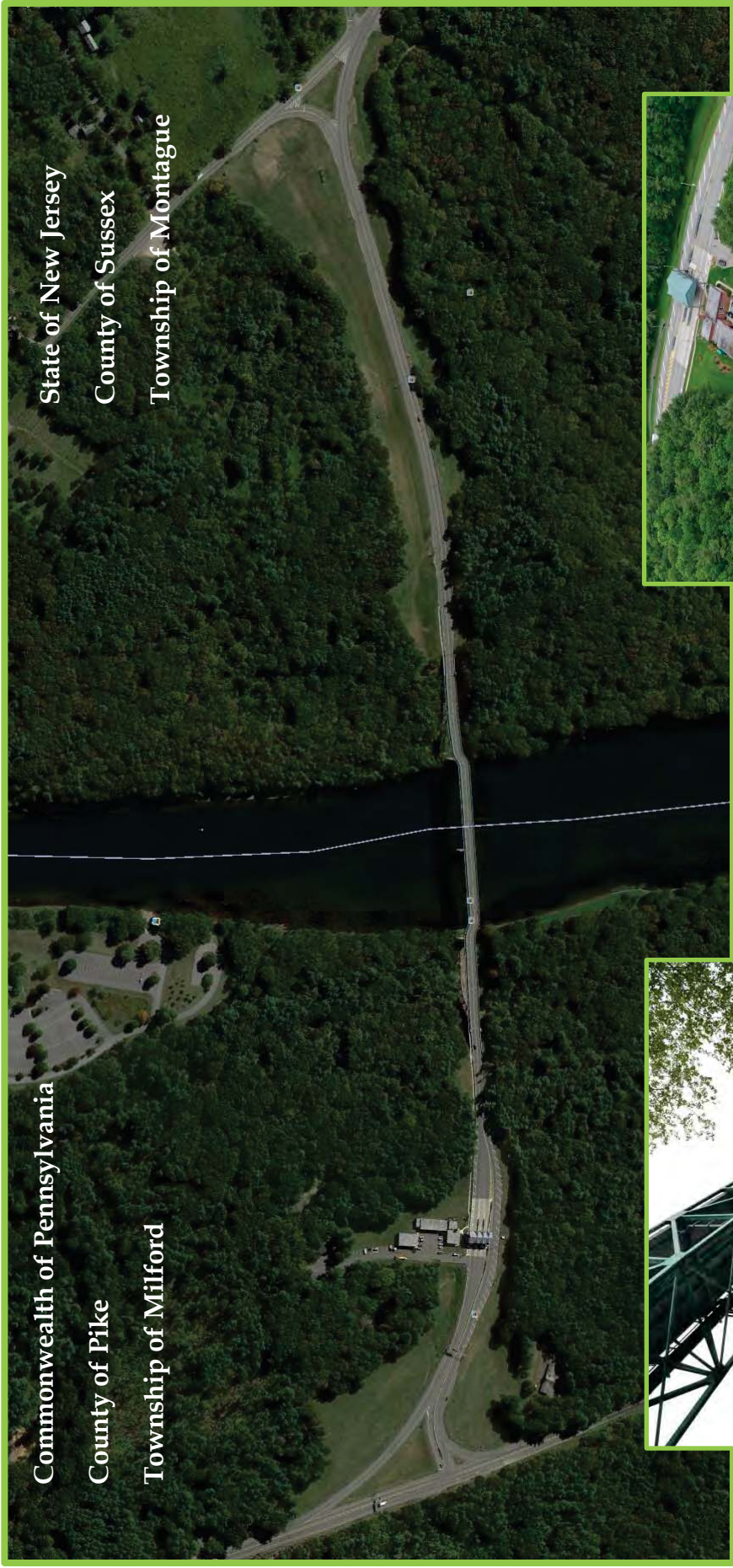
<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2011					
719	DWG Westbound Toll Plaza Approach and Roadway Rehabilitation	\$0	\$5,132,750	\$0	\$5,132,750
BRIDGES SUB TOTAL		\$0	\$5,132,750	\$0	\$5,132,750
<b><u>Facilities and Grounds</u></b>					
DWGTB	Unforeseen Projects	\$0	\$100,000	\$102,940	\$202,940
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$100,000	\$102,940	\$202,940
TOTAL COST		\$0	\$5,232,750	\$102,940	\$5,335,690



***MILFORD - MONTAGUE***  
***TOLL BRIDGE FACILITY***  
***(Structure No. 400)***

Commonwealth of Pennsylvania  
County of Pike  
Township of Milford

State of New Jersey  
County of Sussex  
Township of Montague



# MILFORD - MONTAGUE TOLL BRIDGE FACILITY

## **GENERAL**

### **MILFORD - MONTAGUE TOLL BRIDGE**

(4 span, continuous, steel deck truss)

The Milford - Montague Toll Bridge (Structure No. 400) is the northernmost toll bridge across the Delaware River under the Commission's jurisdiction. Located seven miles south of the New Jersey/New York state line, the bridge connects US Route 206 at Montague, New Jersey to US Route 209 at Dingman Township, Pennsylvania.

The toll bridge, built by the Commission and opened to traffic on December 30, 1953, is a four span continuous steel deck truss structure with an approximate total length of 1,150 feet. The curb to curb width of the roadway is 27'-6" and carries one lane of traffic in each direction with a posted speed limit on the approaches of 40 mph. Cantilevered from the north truss is a 4'-0" wide sidewalk. The substructure units consist of reinforced concrete abutments and piers with granite stone facing on the piers.

In 1982 the original deck was replaced with precast concrete deck panels and stringers were relocated (fifth stringer added) for the addition of the cantilevered sidewalk. Also included in the 1982 rehabilitation project were modifications to the substructures and bridge lighting, and the addition of the aluminum safety barriers. In 1998, the New Jersey approach was milled and repaved by contract. In 1999 the toll plaza was converted to one way collection.

Contract No. T-430A, a rehabilitation contract for the Milford - Montague Toll Bridge, was completed in 2009. The improvements to the structure included precast concrete deck replacement, superstructure steel repairs, cleaning and painting of the superstructure, substructure repairs, slope protection and erosion damage repairs, approach roadway repaving, drainage improvements, safety feature improvements (signage, guide rails, etc.), and a new toll plaza and canopy.

### **MILFORD - MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS**

At the Pennsylvania approach, there are three westbound toll collection lanes that are protected by a canopy and founded on concrete islands. The toll plaza was constructed in 2009 under Contract No. T-430A. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology – high resolution cameras and lights - in toll collection lanes.

The Commission facility was connected to the local municipal water supply provided by the Milford Water Authority in 2009 under Contract No. T-432A.

The parking lot was repaved under Contract No. T-430A in 2009.

In 2016, generator upgrades were completed under Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Milford-Montague toll plaza.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2018, the Milford-Montague Toll Bridge Salt Storage Building was completed under Contract No. T-717A. This work included the removal of the existing salt storage building, construction of a new 500 Ton Salt Storage Building, and associated paving, electrical, and lighting.

The 2019 inspection included the main river bridge, the facility and grounds, four (4) sign structures and a sign retro-reflectivity assessment.



## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2019 inspections, the main river bridge is capable of safely supporting all legal loads.**

### **MILFORD - MONTAGUE TOLL BRIDGE**

(4 span, continuous, steel deck truss)

The structure is in overall good condition.

The deck is in good condition. However, the asphalt overlay condition is fair, with numerous areas of deteriorated pavement, asphalt patches and cracking.

The approach roadway (adjacent to the bridge), superstructure and substructure above the waterline are in good condition. Several of the truss gusset plates exhibit minor distortion due to pack rust. There were several instances of localized spalling at the ends of the pier seats.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The underwater components of the substructure were noted to be in good condition.

The four (4) sign structures are overall good condition. However replacement of the substandard and faded sign panels on all sign structures should be considered. Also, based on the fatigue prone aluminum tri-chord truss construction, complete replacement of Sign Structures #40051 and 40053 (both in PA) is recommended. Sign Structure #40054 (US 206 in NJ) has an exposed power supply line extending the height of the tower.

### **MILFORD - MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS**

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition.

The approach roadway pavement of US 206 from the bridge to the east end of the Commission's jurisdiction exhibits pavement deterioration, asphalt patches, and numerous sealed and unsealed cracks.

## CONCLUSIONS

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**Based on the findings of the 2019 inspections, the main river bridge is capable of safely supporting all legal loads.**

### MILFORD - MONTAGUE TOLL BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Place riprap at the north and east ends of Pier 2 in front of the exposed footing
  - Remove debris at Pier 2
  - Mill and resurface the bridge, including installation of a membrane waterproofing (*work can be combined with approach resurfacing*)
  - Replace substandard sign structure panels at all four (4) sign structures
  - Replace the fatigue prone aluminum tri-chord truss sign structures (#40051 and #40053) at the west approach

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

### MILFORD - MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS

While the facility is being maintained in good condition overall, a detailed life and safety study should be conducted.

- Items to be included in future repair contract:
  - Repave the east approach to the bridge up to the limits of DRJTBC jurisdiction, including portions of the west approach
  - Conduct a detailed building life and safety study

For a list of maintenance repair items, see the *2019 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

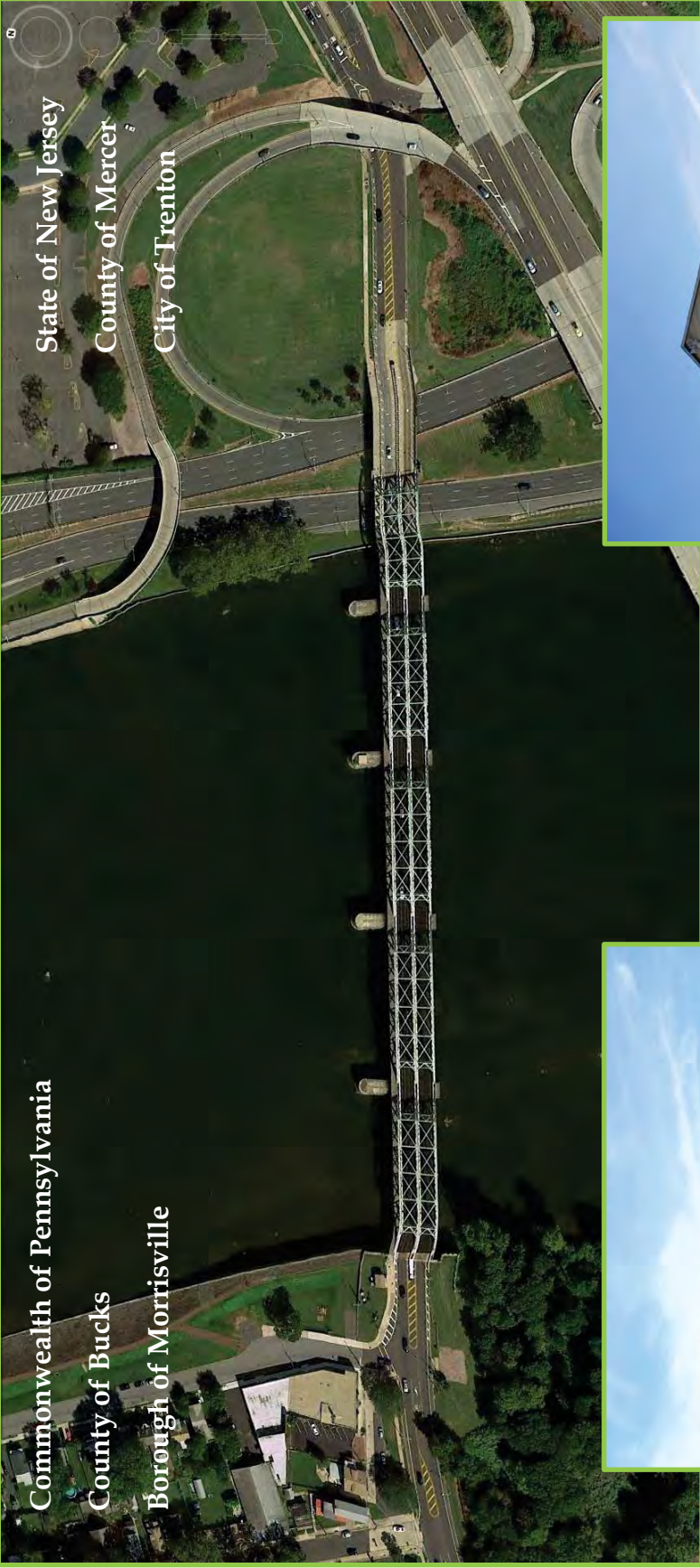
## ***Milford-Montague Toll Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2009					
718	Milford - Montague Toll Bridge & Approach Roadway Repaving	\$0	\$196,553	\$2,762,212	\$2,958,765
BRIDGES SUB TOTAL		\$0	\$196,553	\$2,762,212	\$2,958,765
<b><u>Facilities and Grounds</u></b>					
MMTB	Unforeseen Projects	\$0	\$50,000	\$51,470	\$101,470
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$50,000	\$51,470	\$101,470
TOTAL COST		\$0	\$246,553	\$2,813,682	\$3,060,235



***LOWER TRENTON***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 40)***



# LOWER TRENTON TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **LOWER TRENTON TOLL-SUPPORTED BRIDGE**

(5 span, subdivided Warren Truss)

The Lower Trenton Toll-Supported Bridge (Structure No. 40), also known as the “Trenton Makes” Bridge, carries Bridge Street traffic from Trenton, New Jersey to Morrisville, Pennsylvania; one of three bridges connecting these two towns.

The structure is a five span subdivided Warren Truss built in 1928, with a total length of approximately 1,022 feet. The roadway consists of two lanes, one lane in each direction separated by a center truss. The curb to curb width of each lane is approximately 19 feet, 5 inches. A timber plank sidewalk is supported by the upriver truss on steel cantilever brackets. The substructure, originally built in 1804, widened and raised in 1874, consists of stone masonry.

The structure is currently posted for a 5 ton weight limit restriction and a 25 mph speed limit.

The downriver truss displays the “TRENTON MAKES THE WORLD TAKES” sign which is mounted to the truss members; hence, the nickname “The Trenton Makes Bridge”. The original sign was erected in 1935 and replaced in 1981. A new sign was installed in 2005 under Contract No. TS-398C. In May 2018 under Contract No. TS-687A Lower Trenton Toll-Supported Bridge Sign Lighting Replacement, upgrades were completed to the sign. This contract upgraded the “Trenton Makes The World Takes” letters by removing the existing neon tube lighting, painting the letter housings, and installing new color changing LED strip lighting.

The structure was cleaned and painted under Contract No. TS-398A in 2005.

Contract No. T/TS-476A-1 Substructure Repair and Scour Remediation-District 1, included above water repairs to Piers 1 through 4 and the PA abutment including masonry repointing, epoxy crack sealing and masonry stone replacement. Pier 4 also included underwater concrete repairs to the apron. This work was completed in 2010. The second scour contract, Contract No. T/TS-573A included underwater concrete repairs to the aprons at Piers 1, 2 and 3. This work was completed in 2012.

Contract No. TS-639B Lower Trenton Toll-Supported Bridge Approach Roadways Improvements was completed in 2015. This contract included the reconstruction of the east and west approach roadways to the main river bridge, which includes New Warren Street (NJ) and Bridge Street (PA). Work involved the rehabilitation of bituminous and concrete pavements, new brick paver islands, resurfacing adjacent areas of several local side streets, and ADA upgrades.

Contract No. TS-699A, NJ Approach Traffic Signal Upgrades, was also completed in 2018 which included the installation of traffic signs, traffic signals, and pedestrian signal upgrades at the east approach of the bridge.

The east approach bridge over State Route 29 northbound is NJDOT-owned and was not part of the inspection.

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the northwest Pennsylvania approach, installed in 2006.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **LOWER TRENTON TOLL-SUPPORTED BRIDGE**

(5 span, subdivided Warren Truss)

The structure is in overall satisfactory condition.

The bridge deck is in good condition. The NJ and PA approach roadways are in very good condition due to the work done under Contract No. TS-639B.

The superstructure is in satisfactory condition. Numerous lower chord gusset plates at all trusses exhibit localized areas of up to 1/4" section loss with occasional 2" maximum edge loss. Lower chord members at the south truss typically exhibit material losses up to 3/16". Up to 1/2" pack rust was noted at the lower chord members between the north and south plates and angle members with areas of minor material losses to the plates. Truss members above the deck exhibit localized areas of active rust and paint chalking, with the chalking more severe at the top plate at the upper chord where heavy bird droppings are common. Several bolts and rivets throughout the truss are missing, loose, or exhibit section loss. Floorbeams show occasional pack rust at the truss connections as well as localized section loss up to 1/4" deep at the top and bottom flanges. Multiple stub stringers over the piers have gaps between the bottom flange and bearing. The floorbeams, stringers, and bearings exhibit localized areas of coating loss and active rust. Several anchor bolts at the truss bearings have sheared or exhibit heavy rust with significant section loss.

The substructure above the waterline is in satisfactory condition. The abutments and piers exhibit numerous areas of cracked and missing mortar with vegetation growth at the joints. A few piers also show loose and deteriorated stones in isolated areas. The pier concrete aprons were mostly not visible at the time of inspection due to the water level, but the upper concrete apron at Pier 4 was observed to have areas of moderate to heavy scaling with some exposed reinforcement bars. The underwater report notes that this original apron is supplemented below by a newer concrete apron which was submerged and not visible during this inspection.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure units below the waterline were found to be in satisfactory condition.

### **LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Building interiors were not inspected due to Covid-19 restrictions, however, the Lower Trenton Shelter was inspected since it was not occupied by Bridge Monitors.

The Pennsylvania Bridge Monitor shelter is in overall satisfactory condition. The floor tiles in the shelter are in poor condition. The restroom sink is temporarily supported with a 2x4 due to a loose wall mount. The electrical panel in the PA Bridge Monitor shelter is not properly located in the restroom. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and the grounds.



## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### LOWER TRENTON TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair or replace the east and west abutment deck joints.
  - Perform miscellaneous structural steel repairs (rivets, anchor bolts, section loss, impact damage, shim plates, etc.).
  - Spot clean and paint the superstructure and bearings.
  - Replace fractured masonry stones at the abutments and piers.
  - Repoint masonry joints at Piers 1, 2, 3 & 4.
  - Repair the spalled concrete aprons at Pier 1 and Pier 4.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall satisfactory condition.

- Items to be included in future repair contract:
  - None

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

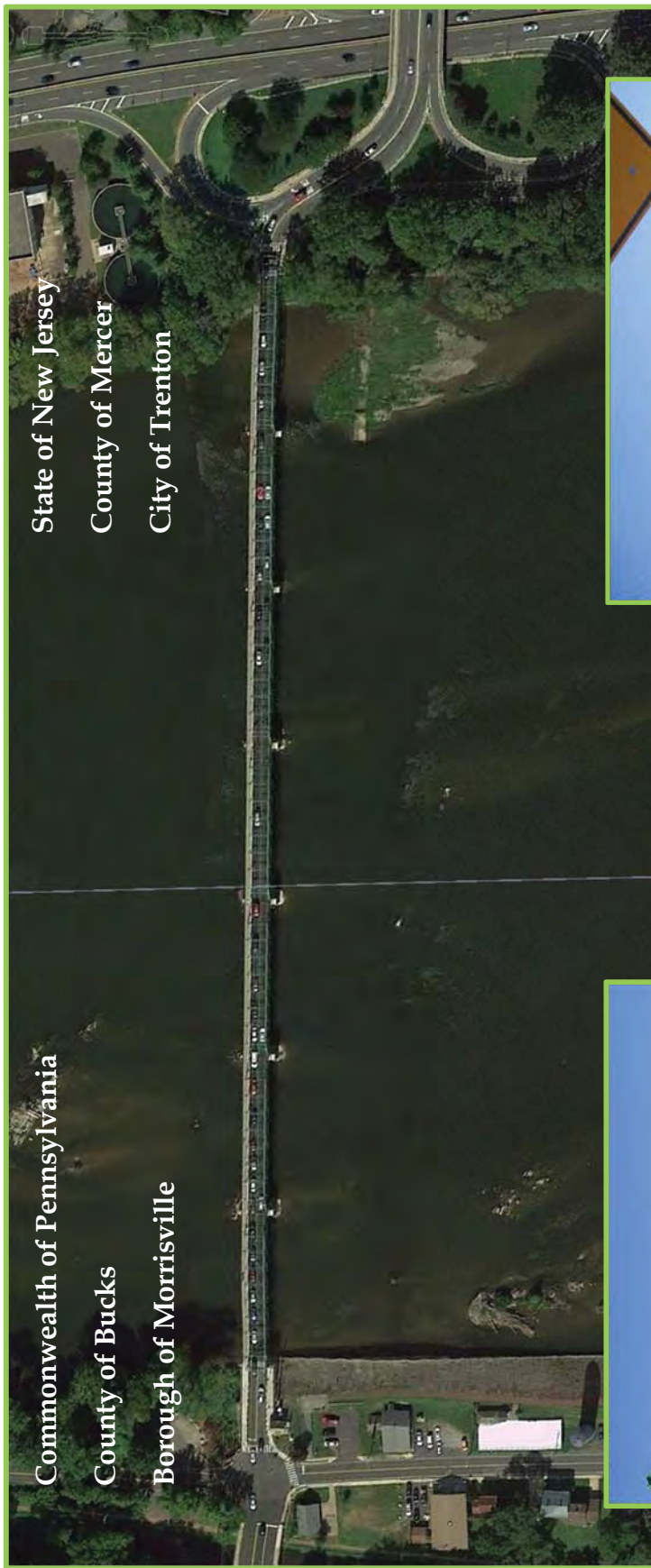
## ***Lower Trenton Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
This bridge was rehabilitated in 1997 The Trenton Makes sign elements were replaced in 2017.					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>LTTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>740</b>	<b>Lower Trenton TSB Trenton Makes Sign Lightning Protection</b>	<b>\$0</b>	<b>\$293,200</b>	<b>\$0</b>	<b>\$293,200</b>
<b>698</b>	<b>Lower Trenton Toll Supported Bridge Cleaning &amp; Painting</b>	<b>\$0</b>	<b>\$0</b>	<b>\$173,576</b>	<b>\$173,576</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$318,200</b>	<b>\$199,311</b>	<b>\$517,511</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$318,200</b>	<b>\$199,311</b>	<b>\$517,511</b>



***CALHOUN STREET***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 60)***



# CALHOUN STREET TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **CALHOUN STREET TOLL-SUPPORTED BRIDGE**

(7 span, wrought iron Phoenix Pratt Truss)

The Calhoun Street Toll-Supported Bridge (Structure No. 60) is one of three bridges constructed to connect Trenton, New Jersey and Morrisville, Pennsylvania. The bridge serves as a connector between NJ Route 29 and PA Route 32. The truss was built in 1884 and the stone masonry substructure was built in 1859.

The structure is a seven span, wrought iron, pin connected Phoenix Pratt Truss with a total length of approximately 1,274 feet. The open steel grid deck provides a curb to curb width of 18 feet, 6 inches. A timber plank sidewalk is supported by the upriver truss on steel cantilever brackets.

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit. The structure is also posted for an 8 foot vertical clearance on the bridge roadway.

A comprehensive rehabilitation of the structure was completed under Contract No. TS-447B in 2010. Major work items performed during this rehabilitation included floor system, deck and sidewalk replacement, truss repairs, cleaning and painting of existing superstructure steel, substructure repairs and approach roadway work.

Contract No. T/TS-476A-1 Substructure Repair and Scour Remediation-District 1, included underwater concrete repairs to the footings at Piers 4, 5 and 6. This work was completed in 2010. Contract No. T/TS-573A included underwater footing repairs at Piers 1, 2, and 3, and was completed in 2012.

### **CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

A Bridge Monitor shelter is located at the southwest and southeast corners of the Pennsylvania and New Jersey approaches, respectively.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **CALHOUN STREET TOLL-SUPPORTED BRIDGE**

(7 span, wrought iron Phoenix Pratt Truss)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadways are in good condition.

The superstructure and substructure above the waterline are in good condition.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure units below the waterline were found to be in satisfactory condition.

### **CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Due to Covid-19 restrictions, the building interiors were not fully inspected.

The Pennsylvania Bridge Monitor shelter is in overall good condition. The building interior has been rehabilitated by Maintenance. The roof has several loose shingles on the east side and the awning on the north side is slightly loose. Wide foundation cracks were partially repaired on the west side of the building. The exterior floor drain is clogged and can potentially lead to flooding problems in the shelter basement. Hold down bolts at the sill plate connection to the foundation walls are missing (2018 finding). The pedestrian signal control at the northwest corner (at intersection with PA Route 32) is not functioning. Erosion exists at the parking area at the north side of the west approach.

The New Jersey Bridge Monitor shelter is in overall good condition. Several areas of damaged vinyl siding were noted. A gap exists in the pedestrian railing adjacent to the shelter wall.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### CALHOUN STREET TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Replace cracked decorative casting at east portal at south truss in Span 4.
  - Install new anchor bolts at Span 4 north truss bearing at Pier 4.
  - Insert shim plates at stub stringer pier bearings.
  - Repoint mortar at all substructure units.
  - Repair concrete spalls and masonry voids at the piers.
  - Replace the damaged guide rail sections at the northwest and northeast corners.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall good condition.

The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in future repair contract:
  - None

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Calhoun Street Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

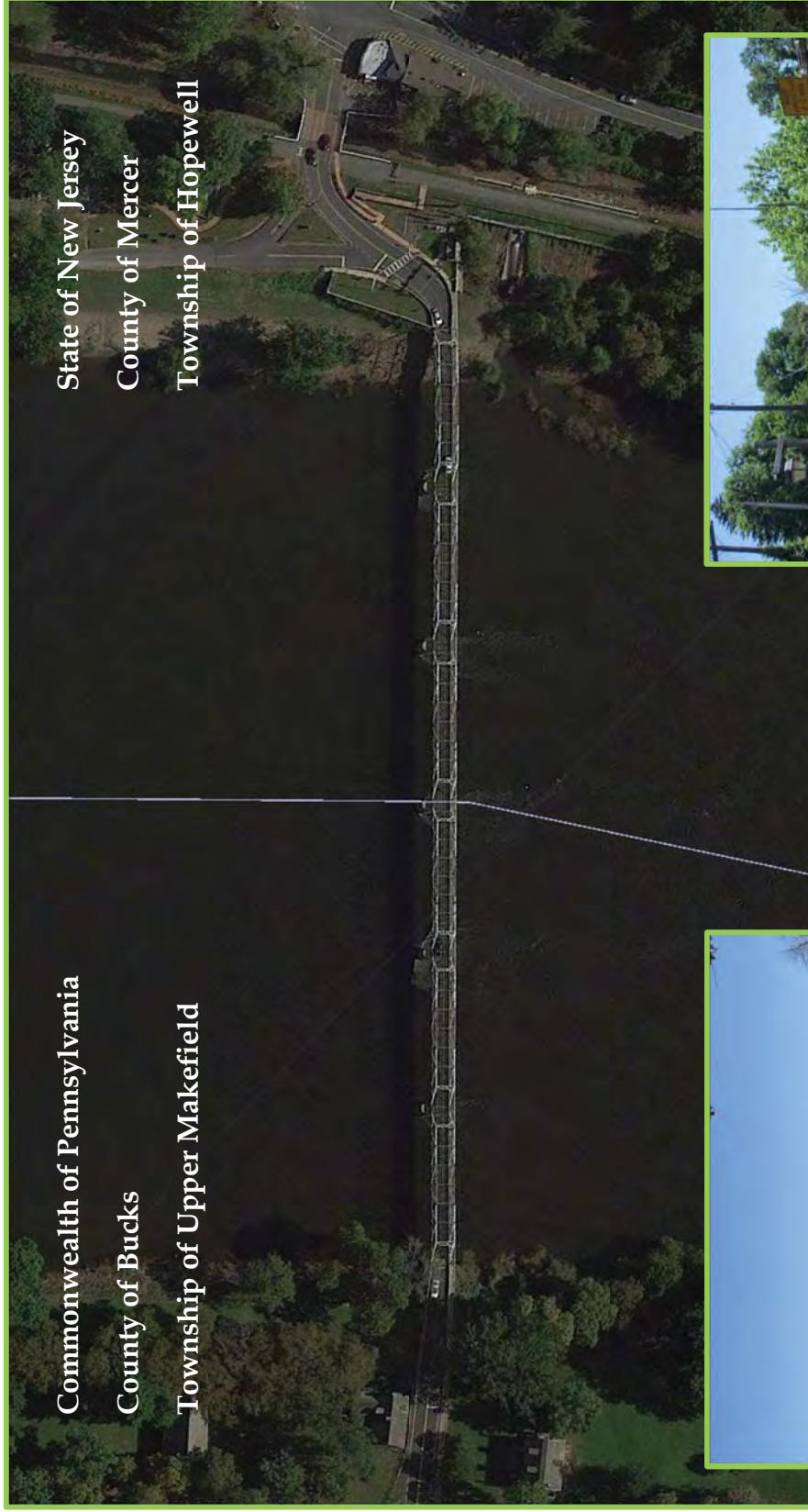
<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2010					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>CSTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>

***WASHINGTON CROSSING***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 100)***



Commonwealth of Pennsylvania  
County of Bucks  
Township of Upper Makefield

State of New Jersey  
County of Mercer  
Township of Hopewell



# WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE**

(6 span, double Warren Truss)

The Washington Crossing Toll-Supported Bridge (Structure No. 100) connects Mercer County Route 546 in Hopewell Township, New Jersey with PA Route 532 (George Washington Memorial Boulevard) in the Township of Upper Makefield, Bucks County, Pennsylvania.

The structure is a six span double Warren Truss, with a total length of approximately 877 feet. The steel superstructure was built in 1904. The substructure units, composed of rubble stone faced masonry, are from the original construction in 1831. The open steel grid deck provides a curb to curb width of only 15 feet. The downstream side of the truss supports a cantilevered, wood planked sidewalk.

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit. The structure is also posted for a 10 foot vertical clearance for the bridge roadway.

The deck joint support system was repaired under Contract No. TS-428A in 2005. This Contract consisted of repairing and replacing riser beams. High priority substructure repairs were also completed under this contract due to post flood damage.

The structure was rehabilitated under Contract No. TS-442A in 2010. This contract included drainage repairs to the Pennsylvania abutment, reconstruction of abutment backwalls and deck joints, miscellaneous substructure and superstructure repairs and re-facing of Pier 2 to match the historic appearance of the other piers, and pedestrian sidewalk repairs.

Contract No. T/TS-573A, Substructure Repair & Scour Remediation, Toll & Toll-Supported Bridges, Districts 1, 2 & 3 included underwater scour remediation around the aprons at Piers 3, 4 & 5 and masonry repointing and stone replacement at Pier 5. This contract work was completed in 2012.

Contract No. T/TS-734A-003, Pier Stone Resetting, was issued in 2019 to repair areas of deteriorated stone masonry at Pier 1 and Pier 3. This work was completed in 2019.

In 2019, the Commission issued a task order assignment under Contract No. C-715A-6 for the Washington Crossing Bridge Replacement Feasibility Study.

Contract No. T/TS-737A-001, Replacement of Gantry at the NJ Approach, was issued in 2020 to replace the sign structure across the New Jersey approach roadway. This work was completed in 2020.

Contract No. T/TS-735A-005, Washington Crossing Toll Supported Bridge Mid-Block Crossing Signal Foundations, was issued to install two PennDOT Type A Traffic Signal Foundations. This work was completed in 2020 and pedestrian activated crosswalk signs will be installed on the foundations in 2021.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the southeast approach corner of the New Jersey approach.

**SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

(6 span, double Warren Truss)

The structure is in overall fair condition.

The deck is in satisfactory condition. The open grid steel deck shows areas broken transverse bars and corrosion.

The approach roadway is in good condition.

The superstructure is in fair condition. The lower chord exhibits impact damage at the north truss at members in Span 2, Span 3, Span 4, Span 5, and Span 6. The lower chord gusset plates typically exhibit areas of thickness loss, with several exhibiting small holes and vertical bending / bowing. Localized moderate rust was noted at the floorbeams and stringers. The top flange of all floorbeams between Stringers S5 through S7 exhibit up to 1/8" pitting. Corrosion holes were noted in floorbeam webs above the tie plates at FB1 and FB7 in Span 2 and at FB1 in Span 3. Other areas of floorbeam web section loss were noted at several other locations, but to a lesser extent. Missing bolts/rivets noted at stringer to floorbeam connections (all Spans), and several truss locations throughout the structure. Loose bolts were noted at the U7-L7 connection to the north truss lower chord in Span 3. Maintenance performed repairs to the bolts within days of the notification of findings.

The substructure above the waterline is in satisfactory condition. Areas of deteriorated pointing and stone masonry were noted at the abutments and the piers.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure units below the waterline were noted to be in satisfactory condition.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

Due to Covid-19 restrictions, the building interior was not fully inspected.

The New Jersey Bridge Monitor shelter is in overall good condition.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Clean and paint the superstructure, bearings and the sign structure at the west approach.
  - Repair and strengthen the bent and bowed truss gusset plates.
  - Repair structural steel including floor system and truss diagonal and lower chord members, replace the missing bolts/rivets, and install shims at uplifted stringer bearings.
  - Replace concrete bag scour protection at substructure units.
  - Repoint the areas of deteriorated/missing mortar in the masonry abutments and piers, replacing deteriorated stones as needed.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in future repair contract:
  - None

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

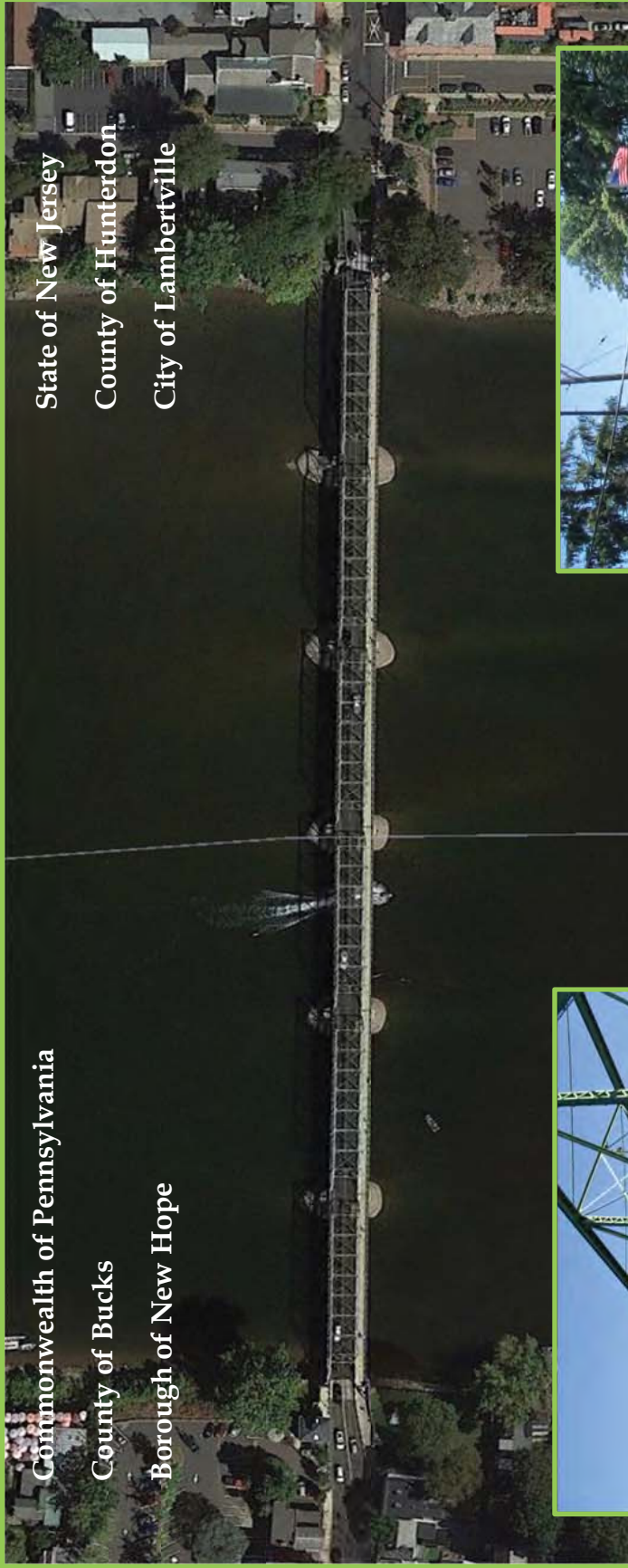
### ***Washington Crossing Toll-Supported Bridge***

#### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
Phase 1 rehabilitation was completed in 2010					
697	Washington Crossing Bridge Replacement	\$0	\$704,677	\$707,741	\$1,412,418
BRIDGES SUB TOTAL		\$0	\$704,677	\$707,741	\$1,412,418
<b><u>Facilities and Grounds</u></b>					
WCTSB	Unforeseen Projects	\$0	\$25,000	\$25,735	\$50,735
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$25,000	\$25,735	\$50,735
TOTAL COST		\$0	\$729,677	\$733,476	\$1,463,153

***NEW HOPE - LAMBERTVILLE***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 120)***





# NEW HOPE - LAMBERTVILLE TOLL-SUPPORTED BRIDGE



## **GENERAL**

### **NEW HOPE - LAMBERTVILLE TOLL-SUPPORTED BRIDGE**

(6 span, pin connected Pratt Truss)

The New Hope-Lambertville Toll-Supported Bridge (Structure No. 120) connects Bridge Street (PA State Route 179) in New Hope, Pennsylvania to Bridge Street (NJ State Route 179) in Lambertville, New Jersey.

The structure, constructed in 1904, is a six span pin connected Pratt Truss with a total length of approximately 1,056 feet. The open steel grid deck provides a curb to curb width of 20 feet, 5 inches. A timber plank sidewalk, installed in 1982, and replaced in 2004 with fiberglass panels, is supported on the downstream side by steel cantilever brackets. Abutments, wingwalls and piers are ashlar faced masonry; the piers are stone filled. All substructure units are from original construction in 1814.

The structure is currently posted for a 4 ton weight limit restriction and a 15 mph speed limit.

The structure was rehabilitated under Contract No. TS-370A in 2004. Major work items performed under this contract included floor system, deck and sidewalk replacement, superstructure and substructure repairs and cleaning and painting of existing structural steel. Priority repairs to Pier 2 were completed in 2007 under Contract No. DB-457B.

Contract No. T/TS-476A-1 Substructure Repair & Scour Remediation - District 1, included above water repairs to all five (5) piers and both abutments including masonry repointing and replacement of stone masonry. Spall repairs were also completed at Pier 5. This work was completed in 2010. Contract No. T/TS-573A included replacement of stone masonry and repointing at the NJ abutment. This work was completed in 2012.

The west approach was resurfaced with asphalt under a PennDOT contract in 2015.

Contract No. T/TS-734A-003, Pier Stone Resetting, was issued in 2019 to repair areas of deteriorated stone masonry at Pier 1 and Pier 5. This work was completed in 2019.

Contract No. T/TS-735A-004, Job Order Contracting Services Bridge, Highway, and Facility Work, was started during the 2020 inspections and completed in July 2020. Work included approach pavement resurfacing, retaining wall repair, and curb, sidewalk & miscellaneous concrete repairs.

### **NEW HOPE - LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Bridge Monitor shelters are located at the northwest and southeast corners of the Pennsylvania and New Jersey approaches, respectively, of the New Hope - Lambertville Toll-Supported Bridge. At the Pennsylvania side of the bridge, there is a Commission owned former firehouse that primarily functions as a storage facility for the Commission.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **NEW HOPE - LAMBERTVILLE TOLL-SUPPORTED BRIDGE**

(6 span, pin connected Pratt Truss)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway has been upgraded from satisfactory condition to very good condition. The approach asphalt pavement was resurfaced and concrete defects repaired during the time between the bridge inspection and the facility inspection.

The superstructure is in satisfactory condition. Several north and south truss lower chord member's exhibit impact damage in Spans 1 through 5. Several holes with adjacent section loss were noted in channel sections of the bottom chord, which have previously installed supplemental reinforcement plates and/or bottom chord reinforcement rods. Many truss members exhibit minor section losses that have been arrested by paint and isolated areas of rust. Areas of active rust were noted throughout the floor system and lower panel points of the north and south trusses. A missing bolt exists on the north bottom chord between L0 and L1 in Span 4. Several bearing anchor bolts are missing or deteriorated. Multiple stub stringers over the piers have gaps between the bottom flange and bearing.

The substructure above the waterline is in satisfactory condition. Areas of loose stone masonry and missing pointing were noted at the pier stems and abutment breastwall and backwalls. The bridge seats and upstream noses have areas of concrete scaling, spalling and delamination.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure units below the waterline were found to be in satisfactory condition.

### **NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Due to Covid-19 restrictions, the building interiors were not fully inspected.

The Pennsylvania and New Jersey Bridge Monitor shelters are in overall good condition.

The firehouse is in overall fair condition. There are numerous sealed and unsealed masonry cracks throughout the interior and exterior of the building. The eaves at the roof are rotting and the interior exhibits cracks in the walls around the windows.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### NEW HOPE - LAMBERTVILLE TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs to superstructure members with section loss.
  - Spot clean and paint the steel superstructure and bearings.
  - Replace the missing and deteriorated bearing anchor bolts.
  - Insert shim plates between stringer bottom flanges and bearing seats at each pier.
  - Repoint stone masonry at substructure units.
  - Remove flood debris at west abutment, Pier 1 and Pier 5.
  - Clean/Repair cracks in the concrete apron at all piers.
  - Fill voids/repair undermining under the apron at Pier 1 and Pier 3.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania and New Jersey Bridge Monitor shelters are in overall good condition.

The firehouse is in overall fair condition and repairs were underway by Maintenance forces at the time of inspection. It is currently being used as a light equipment storage area.

- Items to be included in future repair contract:
  - Consideration should be given to replacing the roof and renovating the firehouse to bring it up to current code standards if the usage is to be changed.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

### ***New Hope-Lambertville Toll-Supported Bridge***

#### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2004					
678	NH-L Toll Supported Bridge Rehabilitation	\$0	\$0	\$642,346	\$642,346
BRIDGES SUB TOTAL		\$0	\$0	\$642,346	\$642,346
<b><u>Facilities and Grounds</u></b>					
NHLTSB	Unforeseen Projects	\$0	\$25,000	\$25,735	\$50,735
739	NH-L TSB Architectural Lighting	\$0	\$111,906	\$1,009,809	\$1,121,715
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$136,906	\$1,035,544	\$1,172,450
TOTAL COST		\$0	\$136,906	\$1,677,890	\$1,814,796

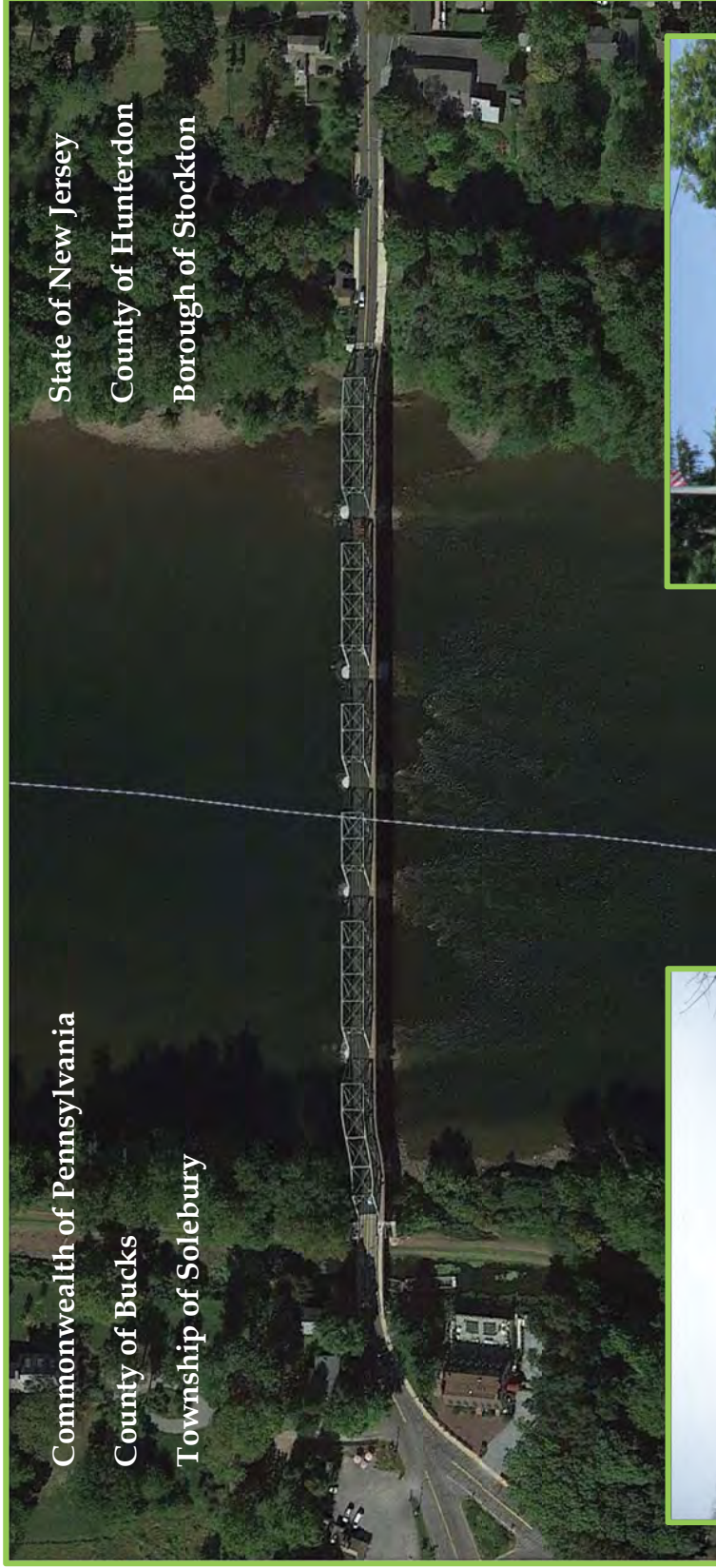
***CENTRE BRIDGE - STOCKTON***

***TOLL-SUPPORTED BRIDGES***

***(Structure Nos. 160 & 161)***

Commonwealth of Pennsylvania  
County of Bucks  
Township of Solebury

State of New Jersey  
County of Hunterdon  
Borough of Stockton



# CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE



## **GENERAL**

### **CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE**

(6 span, riveted steel Warren Truss)

The Centre Bridge - Stockton Toll-Supported Bridge (Structure No. 160) connects Upper York Road (PA Route 263) in Solebury Township, Pennsylvania to Bridge Street in Stockton, New Jersey, providing access between PA Route 32 and NJ Route 29.

The bridge, opened to traffic in 1927, is a six span, riveted steel Warren Truss structure, with a total length of approximately 825 feet. The open steel grid deck provides a curb to curb width of 20 feet. In addition, a six foot timber plank sidewalk is supported on the downriver truss on steel cantilever brackets. The piers and abutments originally constructed in 1814 from random ashlar masonry are stone filled and rest upon timber crib foundations. In 1926 portions of the piers were encased with reinforced concrete.

The structure is currently posted for a 5 ton weight limit restriction and a 25 mph speed limit. The structure is also posted for a 12 foot vertical clearance for the bridge roadway.

A comprehensive rehabilitation of the Centre Bridge - Stockton Toll-Supported Bridge was completed in 2007 under Contract No. TS-429A. Rehabilitation work included floor system replacement with galvanized steel stringers and floorbeams, deck replacement, sidewalk replacement, truss bearing replacement, cleaning and painting of truss members and substructure spall repairs.

Contract No. T/TS-476A-1 Substructure Repair & Scour Remediation - District 1, included underwater repairs to all five (5) piers including partially grouted riprap around and under portions of the pier aprons. This contract also included above water spall repairs at all five piers and both abutments. This work was completed in 2010.

Contract No. T/TS-735A-004, Job Order Contracting Services Bridge, Highway, and Facility Work, was started during the 2020 inspections. Work includes approach pavement resurfacing, and curb, sidewalk & miscellaneous concrete repairs.

### **CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

A Bridge Monitor shelter is located at the northeast corner of the New Jersey approach.



PENNSYLVANIA CANAL OVERPASS

(1 span, prestressed concrete adjacent box beams)

The Pennsylvania Canal Overpass (Structure No. 161) carries Upper York Road (PA Route 263) over the Pennsylvania Canal in Solebury Township, PA. The structure is an approach bridge to the main Centre Bridge - Stockton Toll-Supported Bridge that crosses the Delaware River.

The Pennsylvania Canal Overpass is a simple span, prestressed concrete adjacent box beam structure. The curb to curb width is 20 feet and the span length is 63 feet.

The Pennsylvania Canal Overpass railing and stairway were replaced in 2007 under Contract No. TS-429A. The Canal Overpass was replaced in 1990 under Contract No. TS-303.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the main river bridge and the approach structure are capable of safely supporting the posted load.**

### **CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE**

(6 span, riveted steel Warren Truss)

The structure is in overall fair condition.

The deck and approach roadway are in good condition. The west approach consists of a short concrete transition slab to the adjacent PA Canal Overpass. The east approach was in the process of being resurfaced at the time of inspection. The east approach north guide rail is severely rusted.

The superstructure is in overall fair condition. Many of the lower chord gusset plates exhibit areas of 1/8" to 1/4" thickness losses, with knife edging and localized occurrences of small holes. The north truss lower chords typically exhibit up to 50% ± section loss to angle legs adjacent to connections with gusset plates. Vertical and diagonal members of both trusses typically show similar losses at or below the deck level. Gaps were observed at the connection angles from the lower lateral bracing to the trusses. A bolt is missing at the lower chord splice between L3 and L4 at the south truss in Span 5.

The substructure above the waterline is in fair condition. Deteriorated concrete patches, spalls and hollow sounding concrete were noted at the abutments and piers, primarily at bridge seats. Several of the spalls have exposed rusted reinforcement bars. Cracks with efflorescence exist adjacent to previously repaired areas and other random locations throughout.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure units below the waterline were found to be in fair condition with undermining at the Pier 3 apron.

### **CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Due to Covid-19 restrictions, the building interior was not fully inspected.

The New Jersey Bridge Monitor shelter is in overall good condition. The Pennsylvania approach roadway west of the PA Canal Overpass is in good condition due to the recent resurfacing and drainage inlet repairs performed were repaired since the previous inspection under Contract No. T/TS-735A-004.

PENNSYLVANIA CANAL OVERPASS

(1 span, prestressed concrete adjacent box beams)

The structure is in overall satisfactory condition.

The deck and superstructure are in good condition.

The substructure is in satisfactory condition. Cracking with efflorescence and spalls with adjacent delaminated areas of concrete were noted at the concrete abutments.

The west (PA) approach roadway has been upgraded from poor condition to good condition due to the recent resurfacing.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the main river bridge and the approach structure are capable of safely supporting the posted load.**

### CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Replace the missing bolt at Member L3L4 splice plate at the south truss in Span 5 with an A325 high strength bolt.
  - Strengthen lower chord gusset plates and adjacent truss members.
  - Perform spall repairs at abutments and Piers 1, 3, 4, & 5.
  - Repair/replace the severely rusted guide rail at the east approach
  - Repair the structural steel truss members with significant section loss.
  - Install grout bags and grout at undermined area of Pier 3.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in a future repair contract:
  - None

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### PENNSYLVANIA CANAL OVERPASS

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Remove the unsound concrete from the north and south ends of the east and west abutment breastwalls and patch with concrete, and repair full height vertical crack at the east abutment.
  - Repair undermined concrete apron in front of the west abutment and uneven concrete patches at the towpath along the east abutment breastwall.
  - Clean and epoxy coat the bridge seats.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Centre Bridge-Stockton Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2007					
685	CB-S TSB Approach Pavement & Stormwater Inlet Improvements	\$0	\$0	\$0	\$0
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<b><u>Facilities and Grounds</u></b>					
CBSTSB	Unforeseen Projects	\$0	\$25,000	\$25,735	\$50,735
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$25,000	\$25,735	\$50,735
TOTAL COST		\$0	\$25,000	\$25,735	\$50,735

***LUMBERVILLE - RAVEN ROCK***  
***TOLL-SUPPORTED PEDESTRIAN BRIDGE***  
***(Structure No. 180)***



# LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED PEDESTRIAN BRIDGE



## **GENERAL**

### **LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED PEDESTRIAN BRIDGE**

(5 span, suspension)

The Lumberville - Raven Rock Toll-Supported Pedestrian Bridge (Structure No. 180) connects Solebury Township (Lumberville) in Pennsylvania with Delaware Township (Raven Rock) in New Jersey.

This pedestrian bridge is a five span suspension bridge with straight backstays and a precast waffle style concrete slab held together by longitudinal post tensioning web cables. The floor system is strengthened by cable trusses along each suspension cable. The width of the walkway is 7 feet, 7 inches and the structure length is approximately 693 feet.

The bridge was closed to vehicular traffic in February of 1944. In 1947, the superstructure was rebuilt on the original 1856 masonry substructure.

A major rehabilitation contract was completed in 1993 that included a new deck slab, pier and abutment repointing, approach sidewalks and bridge lighting.

A comprehensive rehabilitation of the Lumberville Raven Rock Toll-Supported Bridge was completed in 2013 under Contract No. TS-443A. The rehabilitation work included structural steel repairs, cleaning and painting of all structural steel, substructure repairs and reconstruction of Pennsylvania retaining wall.

Contract No. T/TS-573A Substructure Repairs & Scour Remediation, Toll & Toll-Supported Bridges, Districts 1, 2 & 3 included underwater repairs to the aprons and footings at Piers 1, 2 and 3 including tremie concrete fill, toe wall and apron repairs. This contract also included above water work at Piers 1, 2, 3 and 4 including masonry repointing, spall repairs and replacement of stone masonry. This work was completed in 2012.

### **LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS**

A Commission owned house is located at the southwest corner of the Lumberville - Raven Rock Toll-Supported Bridge. Adjacent to this Commission owned house and property is a retaining wall along the Pennsylvania Canal. The retaining wall was rebuilt under Contract No. TS-443A and was completed in 2013.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting pedestrian loading.**

### **LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE** (5 span, suspension)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. Several cracks and fractures and were noted at the underside of deck.

The superstructure is in satisfactory condition due to areas of section loss on the lower lateral bracing and areas of rust with minor section loss on the fascia beams.

The substructure above the waterline is in satisfactory condition. Areas of deteriorated pointing were noted. A large area of deep scaling with exposed reinforcement was noted at the concrete nose at Pier 2.

An underwater inspection was performed in 2016 under Contract No. C-628A-6. The substructure units below the waterline were found to be in good condition.

### **LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUND** **OUNDS**

Due to Covid-19 restrictions, the building interior was not fully inspected.

The house is in overall poor condition. The building is currently vacant and the electrical system does not meet current code; for example, the system is not grounded and electrical outlets near the sinks are not GFI. The exterior is in poor condition including peeling of paint on the wooden siding, deteriorated timber members on the front porch canopy, and vegetation growth through the top of the chimney. The windows do not close and seal properly. The rear porch concrete slab is fractured. The interior ceilings exhibit water damage.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting pedestrian loading.**

### LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repoint areas of deteriorated mortar, and repair the concrete scaling at Pier 1, Pier 2, Pier 4, and the west abutment.
  - Repair the scaling at the north nose and west face of Pier 2 and replace the missing armoring at the north nose.
  - Place riprap at the scour holes at Piers 1 & 2.
  - Place grout bags along the apron undermining at Pier 2.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

The house is in overall poor condition. The future use of the house should be evaluated.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

### ***Lumberville-Raven Rock Toll-Supported Pedestrian Bridge***

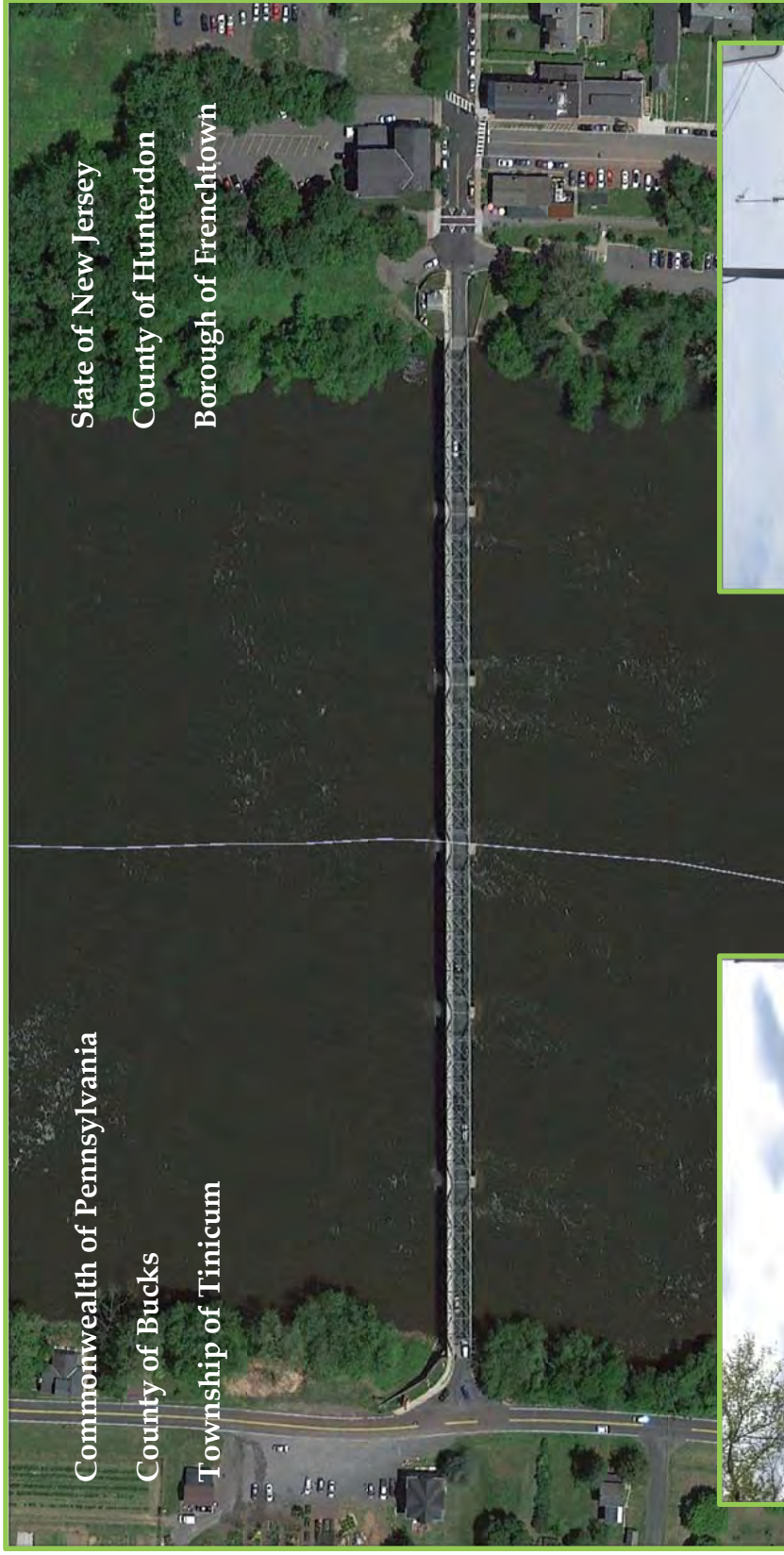
#### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2013					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>LRRTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>738</b>	<b>L-RR TSB Architectural Lighting</b>	<b>\$0</b>	<b>\$82,938</b>	<b>\$681,784</b>	<b>\$764,722</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$107,938</b>	<b>\$707,519</b>	<b>\$815,457</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$107,938</b>	<b>\$707,519</b>	<b>\$815,457</b>

***UHLERSTOWN - FRENCHTOWN***

***TOLL-SUPPORTED BRIDGE***

***(Structure No. 220)***



# UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE**

(6 span, riveted steel Warren Truss)

The Uhlerstown - Frenchtown Toll-Supported Bridge (Structure No. 220) connects PA Route 32 in Tinicum Township, Pennsylvania to Bridge Street (NJ Route 12) in Frenchtown Borough, New Jersey.

The bridge, which rests on the original masonry substructure built in 1843, consists of a six span riveted steel Warren Truss structure, built in 1931. An open steel grid deck, added in 2001, provides a curb to curb width of 16 feet 6 inches. The structure is approximately 951 feet in length. A concrete filled steel grid sidewalk is supported by the upstream truss on steel cantilever brackets.

The structure is currently posted for a 15 ton weight limit restriction, a 15 mph speed limit, and a 12 foot 6 inch vertical clearance for the bridge roadway.

The structure was rehabilitated in 2001 under Contract No. TS-363. Major work items included floor system, deck and sidewalk replacement, cleaning and painting of truss members and substructure repointing.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included above water repairs to all five (5) piers and the NJ abutment including masonry repointing, epoxy injection crack sealing and replacement of stone masonry. Spall repairs were also completed at Piers 1 and 4. This work was completed in 2010.

Contract No. T/TS-735A-004, Job Order Contracting Services Bridge, Highway, and Facility Work, was started during the 2020 inspections. Work includes approach pavement resurfacing, and curb, sidewalk & miscellaneous concrete repairs.

### **UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

A Bridge Monitor Shelter is located at the northeast corner of the New Jersey approach.

Design Contract No. C-732A-1, Replacement of NJ Upstream Retaining Wall, was issued in 2019 for the design of a new retaining wall along the north side of the Bridge Monitor Shelter.



## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE**

(6 span, riveted steel Warren Truss)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway has been upgraded from satisfactory condition to very good condition. The asphalt pavement at both approaches was resurfaced and concrete defects repaired during the time between the bridge inspection and the facility inspection.

The superstructure is in good condition. Multiple locations of paint loss with active rust were noted throughout the lower chord of the trusses. Several stub stringers over the Pier 2 have gaps between the bottom flange and bearing.

The substructure above the waterline is in satisfactory condition. Areas of cracked and missing mortar were observed on the masonry portions of the substructure units. Scattered cracks and spalls were observed on the concrete bridge seats.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure units below the waterline were found to be in satisfactory condition.

### **UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Due to Covid-19 restrictions, the building interior was not fully inspected.

The New Jersey Bridge Monitor shelter is in overall good condition.

The retaining wall along the rear face of the New Jersey Bridge Monitor Shelter exhibits cracks, bowing of the wall, and new signs of movement. Probes into the cracks reveal saturated soil and the weep holes appear to be not functioning.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Adjust or modify the bearing assembly as needed to eliminate the gap between the load plate and polytetrafluoroethylene (PTFE) sliding surface on the elastomeric pad at the S2 stub stringer bearing over Pier 2.
  - Paint areas of rust on the superstructure members.
  - Repoint deteriorated and missing mortar at masonry piers and repair wide crack at Pier 1 cap.
  - Place scour protection consisting of riprap or concrete bags at the West Abutment, the aprons at Piers 1 through 5, and in the scour holes at Piers 1 and 3.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in future repair contract:
  - Stabilize the retaining wall at the NJ Bridge Monitor Shelter utilizing exterior bracing or soil anchors. Consideration should be given to replace the wall (work scheduled under Contract No. T/TS-742).

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Uhlerstown-Frenchtown Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2001.					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>UFTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>742</b>	<b>U-F TSB Retaining Wall Replacement</b>	<b>\$0</b>	<b>\$682,787</b>	<b>\$0</b>	<b>\$682,787</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$707,787</b>	<b>\$25,735</b>	<b>\$733,522</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$707,787</b>	<b>\$25,735</b>	<b>\$733,522</b>

***UPPER BLACK EDDY - MILFORD***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 240)***



# UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE**

(3 span, Warren Truss)

The Upper Black Eddy - Milford Toll-Supported Bridge (Structure No. 240) over the Delaware River connects PA Route 32 in Bridgeton Township, Pennsylvania and County Route 519 via Bridge Street in Milford Borough, New Jersey.

The bridge, constructed in 1933, is a three span Warren Truss structure, with a total length of approximately 700 feet. The deck, replaced in 2011, consists of concrete filled steel inverted “T’s” and provides a curb to curb width of 20 feet. Both abutments, recapped with reinforced concrete following flood damage, were originally built in 1842 with rubble faced masonry. The piers, built in 1842, are stone filled having also been recapped with reinforced concrete.

The structure is posted for a 15 mph speed limit.

In 1996, a new galvanized plate sidewalk was added to the bridge and is supported on the upriver truss on steel cantilever brackets. Substructure units were repointed in 1998 under Contract No. 347.

A comprehensive rehabilitation was completed in 2011 under Contract No. TS-444A. Major work items included floor system, deck (concrete filled steel grid) and sidewalk replacement, cleaning and painting of truss members and substructure repointing.

### **UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

A Bridge Monitor shelter is located at the northeast corner of the New Jersey approach.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting all legal loads.**

### **UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE** (3 span, Warren Truss)

The structure is in overall good condition.

The deck is in very good condition.

The superstructure is in good condition. There are several minor areas of arrested pitting, localized corrosion, and pack rust throughout the truss members and gusset plates. Several lower chord batten plates and lower lateral bracing gusset plates have arrested section loss and holes.

The substructure above the waterline and approach roadways are in good condition.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure units below the waterline were found to be in good condition.

### **UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Due to Covid-19 restrictions, the building interior was not fully inspected.

The New Jersey Bridge Monitor shelter is in overall good condition. The roof is nearing the end of its useful life.



## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting all legal loads.**

### UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Strengthen lateral bracing gusset plates between floorbeams and cross bracing.
  - Repoint deteriorated and missing mortar at piers, abutments, and wingwalls.
  - Repair cracks in the concrete aprons at Piers 1 and 2.
  - Remove flood debris at Pier 1.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. However, consideration should be given to replacing the roof.

- Items to be included in future repair contract:
  - None.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

## ***CAPITAL PLAN ESTIMATED EXPENDITURES***

### ***Upper Black Eddy-Milford Toll-Supported Bridge***

#### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2010.					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>UBEMTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>

***RIEGELSVILLE***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 260)***



# RIEGELSVILLE TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **RIEGELSVILLE TOLL-SUPPORTED BRIDGE**

(3 span, suspension)

The Riegelsville Toll-Supported Bridge (Structure No. 260) connects PA Route 611 via Delaware Road (SR 1016) in Riegelsville Borough, Pennsylvania to Warren County Route 627 via River Road in Pohatcong Township, New Jersey.

The bridge, constructed in 1904, is a three span cable suspension bridge with straight backstays and a total length of approximately 581 feet. The open steel grid deck, supported by a king post floorbeam system, provides a curb to curb width of 15 feet 11 inches. A composite plank sidewalk rests on floorbeam cantilevers on both fascias. The flooring system is stiffened by steel trusses (Double Warren type) along the outside edges of the sidewalks. Stainless steel cables were added in 2010 to improve the trusses' functionality as pedestrian railings in addition to being primary superstructure members. The substructure, originally built in 1835, was raised and built up in 1904 to accommodate the present superstructure.

The structure is currently posted for a 3 ton weight limit restriction, a 15 mph speed limit, and an 11 foot 6 inch vertical clearance for the bridge roadway.

Under Contract No. TS-391, bridge repairs were completed on this structure. Work consisted of strengthening towers on the river piers, replacement of hanger blocks connecting vertical hangers to the floorbeams, repair of floorbeam bearings at each end of the floorbeams of the three spans, concrete repair on Pier 2 and concrete crack repairs at the anchorages. The bridge was painted by contract in 1985. A cleaning and pointing contract was completed for the substructure in 1998. Contract No. TS-461A repaired the damaged concrete aprons and additional damage from the Flood of June 2006.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included below water repairs to both piers including concrete apron repairs, epoxy injection crack sealing, tremie concrete and concrete bag remediation. This work was completed in 2010.

In 2010, the structure underwent a complete rehabilitation under Contract No. TS-445A. This rehabilitation included replacement of the floor system and sidewalks, full cleaning and painting of the superstructure members, substructure repairs and roadway approach work.

### **RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

A Bridge Monitor shelter is located at the southwest Pennsylvania and southeast New Jersey approach corners.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **RIEGELSVILLE TOLL-SUPPORTED BRIDGE**

(3 span, suspension)

The structure is in overall fair condition.

The deck and approach roadways are in overall good condition.

The superstructure is in good condition. Several holes were noted at the tower gusset plate connections to the base plates. Active rust with minor section loss was noted at a few of the hanger clamp attachments to the suspension cables at sidewalk level.

The substructure above the waterline is in satisfactory condition. The substructure units exhibit medium to wide cracks, a few spalls in the concrete caps and scattered deterioration of mortar in the masonry pier stems and abutment wingwalls.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure units below the waterline were found to be in fair condition due to undermining and wide cracking in the concrete aprons at Pier 1 and Pier 2.

### **RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

Due to Covid-19 restrictions, the building interiors were not fully inspected.

The Pennsylvania Bridge Monitor shelter is in overall good condition.

The New Jersey Bridge Monitor shelter is in overall poor condition. Temporary supports are being used to partially support the floor system and the floor system shows signs of rot and decay with settlement of the foundation. The wooden fascia, electrical connection to shelter, and vent gate are all deteriorated and need to be cleaned, scraped and painted. Multiple roof shingles are broken or missing.

The retaining wall along the west side of the shelter has areas of deteriorated mortar and loose stones. The pavement surrounding the shelter is deteriorated and filled with multiple patches.



## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### RIEGELSVILLE TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Replace the missing bolts at floor beam cross bracing connections.
  - Seal the medium to wide cracks and voids in the concrete portions of the substructure units.
  - Patch spalls in concrete portions of the substructure units.
  - Repoint stone masonry at the substructure units.
  - Place riprap around the concrete aprons at Piers 1 and 2.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall good condition.

The New Jersey Bridge Monitor shelter is in overall poor condition.

- Items to be included in future repair contract:
  - Replace the NJ Bridge Monitor shelter.
  - Remove the abandoned scale near the NJ Bridge Monitor shelter and resurface surrounding pavement.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.



# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Riegelsville Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2010.					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>RTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>

***NORTHAMPTON STREET***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 280)***



# NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE**

(3 span, cantilever)

The Northampton Street Toll-Supported Bridge (Structure No. 280), just south of the Easton - Phillipsburg Toll Bridge, connects Easton, Pennsylvania to Phillipsburg, New Jersey.

The bridge, although aesthetically resembling a suspension bridge, is a cantilever truss structure, adjoined by a center (main) suspended span. The three lane open steel grid deck provides a curb to curb width of 32 feet and a total bridge length of 550 feet.

The current bridge was constructed in 1896, with a major rehabilitation in 2002 under Contract No. TS-365. This contract involved the removal the existing paint and application of a new protective coating; replacement of the pedestrian railing, sidewalk support brackets, decking and stringers; steel repairs to the roadway stringers, floorbeams and vertical truss members; and concrete and masonry repairs to the substructure.

Lighting repairs were completed due to flood damages in 2005 (Contract No. TS-463A) and 2006 (Contract No. TS-467C-1).

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included under water repairs to both piers including concrete apron repairs, epoxy injection crack sealing, tremie concrete and concrete bag remediation. This contract also included masonry repointing at both abutments. This work was completed in 2010.

Under Task Order Assignment No. C-715A-4, the Commission performed an in-depth inspection of the bridge in 2019 and developed a rehabilitation scoping study report.

Design Contract No. C-590A, Northampton Street Toll-Supported Bridge Rehabilitation, was issued in 2020 to perform an in-depth inspection and prepare a bridge rehabilitation recommendation report.

### **NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

A Bridge Monitor shelter is located at the southwest Pennsylvania and northeast New Jersey approach corners of the Northampton Street Toll-Supported Bridge.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE**

(3 span, double - cantilever truss)

The structure is in overall fair condition.

The deck and substructure above the waterline are in good condition.

The approach roadways are in satisfactory condition and exhibit medium to wide cracks in the asphalt pavement.

The superstructure is in fair condition. The floorbeams and stringers typically exhibit 1/8" material loss at the bottom flange and base of web. Several stringers exhibit minor impact damage. Stringer S9 at panel point L10 is bent up to 5" to the south due to impact damage, and the 3<sup>rd</sup> riser beam from the west exhibits a full length cracked weld at the east side with 3 of 4 missing connection bolts. There are numerous small holes throughout the stringers and the floorbeams (more prevalent at connection locations). Impact damage is present at the lower chord in several locations throughout the north and south trusses in Span 2. The upper chord eyebars are loose at both the north and south trusses at members U11U10' and U11U10. These eyebars move up to 1/16" under live load at panel point U11. During temperatures greater than 100 degrees, the north truss upper chord member U10'U11 exhibits bowing of up to 5 1/4" to the south. This bowing appears to be a result of thermal expansion of the bridge and is exaggerated due to possible corrosion at the pin nuts not allowing the eyebar movement to take place. Several stringers on the east side FB10' have gaps between the bottom flange and bearing. Damaged conduits were noted at several locations above and below the sidewalks.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure units below the waterline were found to be in satisfactory condition.

### **NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

**Due to Covid-19 restrictions, the building interiors were not fully inspected.**

The Pennsylvania Bridge Monitor shelter is in overall fair condition. The brick veneer at the corners above the windows exhibits cracks due to expansion and contraction of the framing. Water is penetrating the brick veneer and causing the relief angles to rust and expand, damaging the brick. There is evidence of water penetration through the windows and the walls. The northwest sidewalk near the end of the bridge is excessively steep.

The New Jersey Bridge Monitor shelter is in overall satisfactory condition. The foundation shows medium to wide cracks, and a temporary floor jack is in place under the floor joists.



## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs, replace missing bolts/rivets, and repaint damaged, corroded and misaligned members throughout superstructure, including floor system and cross bracing.
  - Clean the eyebar pins in U10' and U11 to allow for free movement of upper chord members.
  - Place elastomeric shim pads under the stringer bearings with significant gaps.
  - Repair the damaged conduits above and below the sidewalks.
  - Replace the rusted access hatch doors throughout the top of sidewalk.
  - Repoint areas of missing mortar throughout the substructure.
  - Replace the missing light fixture on member U2-L2 and remove/repair the broken rope lighting on the top chord.
  - Remove vegetation and repair retaining wall at the east abutment.
  - Place riprap at the north nose of Pier 1.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall fair condition.

- Items to be included in future repair contract:
  - Evaluate the slope of the sidewalk at north end of the west approach for ADA compliance and modify as required.

The New Jersey Bridge Monitor shelter is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair or replace the floor joists to eliminate need for the temporary jack.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Northampton Street Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2002.					
590	NHS TSB Floor System Replacement & Rehabilitation	\$0	\$13,721,204	\$3,478,548	\$17,199,752
BRIDGES SUB TOTAL		\$0	\$13,721,204	\$3,478,548	\$17,199,752
<b><u>Facilities and Grounds</u></b>					
NHSTSB	Unforeseen Projects	\$0	\$50,000	\$51,470	\$101,470
FACILITIES AND GROUNDS SUB TOTAL		\$0	\$50,000	\$51,470	\$101,470
TOTAL COST		\$0	\$13,771,204	\$3,530,018	\$17,301,222



***RIVERTON - BELVIDERE***  
***TOLL-SUPPORTED BRIDGE***  
***(Structure No. 320)***



# RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE

## **GENERAL**

### **RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE**

(4 span, riveted steel, double Warren Truss)

The Riverton - Belvidere Toll-Supported Bridge (Structure No. 320) carries Water Street across the Delaware River and connects Riverton, Lower Mount Bethel Township, Pennsylvania with the Town of Belvidere, New Jersey.

The bridge, constructed in 1904, is a four span, riveted steel, double Warren Truss structure, with a total length of approximately 653 feet. The open steel grid deck provides a curb to curb width of 16 feet, 4 inches. In addition, a concrete filled steel grid sidewalk is supported on the upriver truss with steel cantilever brackets.

The piers and the Pennsylvania abutment are rough ashlar faced masonry and stone filled. The piers are supported on timber cribs and lower portions are concrete filled steel sheet piling (1929-32). The New Jersey abutment, including its wingwalls, is constructed of concrete on timber piles.

The bridge is currently posted for an 8 ton weight limit restriction, a 15 mph speed limit, and an 11 foot 6 inch vertical clearance for the bridge roadway.

Comprehensive bridge rehabilitation was completed under Contract No. TS-371A in 2007. Major work items included floor system and sidewalk replacement, cleaning and painting of the superstructure, deck replacement, structural steel repairs, and substructure repairs and Pennsylvania approach repaving.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included spall repairs and epoxy injection crack seal repairs to the aprons at all three (3) piers. Also included in this work was tremie concrete and concrete bag remediation to the footing at Pier 2 and partially grouted riprap around aprons at Piers 1 and 3. This work was completed in 2010.

Contract No. TS-650A, the Riverton - Belvidere Toll-Supported Bridge Critical Member Strengthening Project, was completed in 2016. This project included repairs to the upper and lower chord gusset plate connections, heat-straightening of two (2) bottom chord members in Span 2, and repairs to the southwest end post in Span 1. The project also included slope stabilization improvements along both approaches. Work was completed prior to this year's inspection.

RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Commission owned storage garage and Bridge Monitor shelter are located at the southeast corner of the bridge. Commission maintenance forces rehabilitated the Bridge Monitor shelter in 2012.

Improvements to the New Jersey Approach Roadway under Contract No. TS-505A, completed in 2013, included crack sealing and overlay of the existing concrete roadway, repair and/or replacement of the sidewalks and curbs and upgrade of the guide rail to current standards.

The storage garage roof was removed and replaced in 2014 under Contract No. T-437A.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### **RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE**

(4 span, riveted steel, double Warren Truss)

The structure is in overall satisfactory condition.

The deck is in overall good condition.

The approaches are in overall good condition with sealed and unsealed pavement cracks on the east approach. No curb or drainage inlets exist along the south side of the west approach.

The superstructure is in satisfactory condition. Several gusset plate connections on the upper and lower chords of both trusses exhibit out-of-plane bending (bowing) and minor section loss and pitting. Minor section loss and pitting were also observed on the truss members and floorbeams.

The substructure above the water line is in satisfactory condition. The east abutment exhibits a spall with exposed reinforcement at the centerline and a large fracture at the north end. A spall was noted on the north pedestal at Pier 2. Pier 1 and Pier 2 have spalls on the concrete nosing on the upstream side of the piers.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure units below the waterline were found to be in satisfactory condition.

### **RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS**

**Due to Covid-19 restrictions, the building interiors were not fully inspected.**

The New Jersey Bridge Monitor shelter is in overall good condition.

The storage garage was observed to be in overall satisfactory condition. Since the previous inspection, the section loss on the steel columns at the maintenance garage was repaired by Maintenance forces.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting the posted load.**

### RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Install anchor bolts where missing at the bridge mounted guide rail base plates throughout the deck.
  - Repair the spall and fracture at the east abutment breastwall.
  - Place riprap along the east and west abutment footings.
  - Repoint deteriorated masonry at the piers.
  - Patch spalls at all piers.
  - Consider drainage improvements on the south side of the west approach.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

### RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

The storage garage is in overall satisfactory condition.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

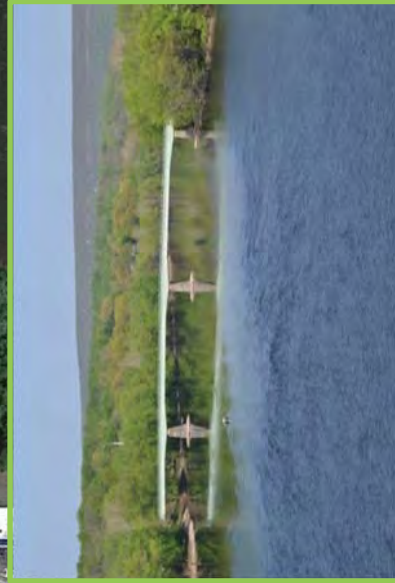
## ***Riverton-Belvidere Toll-Supported Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
The bridge was rehabilitated in 2007					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>RBTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>



***PORTLAND - COLUMBIA***  
***TOLL-SUPPORTED PEDESTRIAN BRIDGE***  
***(Structure No. 360)***



# **PORTLAND - COLUMBIA TOLL-SUPPORTED PEDESTRIAN BRIDGE**

## **GENERAL**

### **PORTLAND - COLUMBIA TOLL-SUPPORTED BRIDGE**

(4 span, continuous, steel thru - deck girder)

The Portland - Columbia Toll-Supported Pedestrian Bridge (Structure No. 360) connects Portland Borough, Pennsylvania with Knowlton Township, New Jersey, just north of the Portland - Columbia Toll Bridge.

This pedestrian bridge is a four span continuous, thru-deck steel girder system, with a concrete deck and built up girders with a total length of 774 feet. The width of the walkway is 9 feet, 6 inches between girder centers. The original structure, constructed in 1869 as a vehicular bridge, was a four-span timber bridge reinforced with wooden arches. The entire structure was protected from the weather by a wooden shed surmounted by a slate roof. On December 1, 1953, all vehicular traffic formerly using this structure was rerouted over the new Portland-Columbia Toll Bridge, constructed just south of the old bridge. The last of its kind on the Delaware River, three spans of this historical timber bridge floated off its piers during Hurricane Diane in August 1955. In 1957-58, the original stone masonry substructure units were modified with reinforced concrete caps and the present superstructure was constructed.

This bridge was last cleaned and painted in 1998 under Contract No. 346. In 2003, the construction of a handicap accessible ramp at the west approach and bridge deck modifications was completed under Contract No. TS-388. In 2004, drainage and deck modifications were done under Contract No. TS-388A to alleviate ponding of water and corrosion due to improper drainage.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation, Toll & Toll-Supported Bridges, Districts 1, 2 & 3 included underwater repairs to all three (3) piers including tremie concrete and concrete bag remediation under the footings and aprons. This contract also included epoxy injection crack sealing of all 3 aprons, masonry repointing at Pier 1 and partially grouted riprap around the apron at Pier 3. This work was completed in 2010.

## **SIGNIFICANT FINDINGS**

**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting pedestrian loading.**

### **PORTLAND - COLUMBIA TOLL-SUPPORTED BRIDGE**

(4 span, continuous, steel thru - deck girder)

The structure is in overall satisfactory condition.

The deck is in fair condition. The top of deck exhibits light to moderate scaling throughout with fine to medium transverse cracks (mainly at girder stiffener locations) and repeated sealing around deck drain inlets. Numerous incipient spalls and spalls with exposed rebar are present at the deck underside. The underside of deck also exhibits fine to medium transverse cracks with efflorescence and water stains.

The approach walkways are in good condition.

The superstructure is in good condition. The bearings at the east abutment are excessively expanded. Heavy rust was noted at the bearing keeper plate bolts and localized areas of the girders and cross bracing.

The substructure above the waterline is in satisfactory condition. The north retaining wall is fractured adjacent to the west abutment breastwall and is displaced 2 1/2" towards the east. No movement was noted since the previous inspection. The top of the concrete headwall adjacent to the north end of the east abutment is displaced 8" towards the west. The east abutment breastwall exhibits spalled and hollow sounding concrete along the base. The east abutment backwall exhibits spalled and hollow sounding concrete patches with medium map cracking at several locations. Fine to wide cracks are typical throughout the concrete portions of the substructure units.

An underwater inspection was performed in 2016 under Contract No. C-628B-7. The substructure units below the waterline were found to be in good condition.

## CONCLUSIONS

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**Based on the findings of the 2020 inspections, the bridge is capable of safely supporting pedestrian loading.**

### PORTLAND - COLUMBIA TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Remove unsound concrete, clean exposed reinforcement, and patch areas of incipient spalling throughout the underdeck. *Consideration should be given to replacing the entire deck.*
  - Repoint deteriorated and missing mortar at Pier 2 and the east abutment.
  - Repair the loose capstone at the southeast wingwall.
  - Reset the over expanded rocker bearings at the east abutment.
  - Repair cracks in the concrete aprons at Piers 1 and 2.
  - Remove debris at Pier 3.
  - Seal the void in the stonework at Pier 3.
  - Place riprap in the scour holes at Piers 2 and 3.

For a list of maintenance repair items, see the *2020 Annual Maintenance Report*.

# ***CAPITAL PLAN ESTIMATED EXPENDITURES***

## ***Portland-Columbia Toll-Supported Pedestrian Bridge***

### **ESTIMATED COST OF RECOMMENDED IMPROVEMENTS** **FUNDED BY THE GENERAL RESERVE FUND**

<b>Contract No.</b>	<b>Bridge and Roadway Recommended Improvements</b>	<b>Program Cost</b>	<b>General Reserve Fund</b>		<b>2 Year Total</b>
			<b>2021</b>	<b>2022</b>	
<b><u>Bridges, Roadways, Sidewalks, and Approaches</u></b>					
<b>BRIDGES SUB TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b><u>Facilities and Grounds</u></b>					
<b>PCTSB</b>	<b>Unforeseen Projects</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>FACILITIES AND GROUNDS SUB TOTAL</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>
<b>TOTAL COST</b>		<b>\$0</b>	<b>\$25,000</b>	<b>\$25,735</b>	<b>\$50,735</b>

***VEHICLES AND EQUIPMENT***  
***(2021 - 2022 CAPITAL PLAN)***



***2021-2022 CAPITAL PLAN  
VEHICLES AND EQUIPMENT***

**2021 VEHICLES & EQUIPMENT  
SUMMARY BY REGION**

<b>SOUTHERN REGION</b>		
Trenton-Morrisville	\$	-
Scudder Falls	\$	12,000
New Hope-Lambertville	\$	250,000
Southern Division Toll-Supported	\$	100,000
<b>Subtotal</b>	<b>\$</b>	<b>362,000</b>

<b>CENTRAL REGION</b>		
Interstate 78	\$	140,000
Easton-Phillipsburg	\$	16,000
Northern Division Toll-Supported	\$	100,000
<b>Subtotal</b>	<b>\$</b>	<b>256,000</b>

<b>NORTHERN REGION</b>		
Portland-Columbia	\$	-
Delaware Water Gap	\$	7,000
Milford-Montague	\$	70,000
<b>Subtotal</b>	<b>\$</b>	<b>77,000</b>

<b>TOTAL 2021 VEHICLES &amp; EQUIPMENT</b>	<b>\$</b>	<b>695,000</b>
<b>CARRYOVER FROM 2020</b>	<b>\$</b>	<b>8,317,700</b>
<b>TOTAL 2021 BUDGET</b>	<b>\$</b>	<b>9,012,700</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

2021 New V&E Requests			
Item (Vehicles)	Planned Location	New or Replacement Item	2021 Capital Budget Value
Mack Granite Eliptical Body	NHL	R	\$250,000.00
Patrol Vehicle	SD	N	\$100,000.00
Ford F-250 Super Duty Pick-up Extended Cab w/ 9ft Fisher Plow	I-78	R	\$70,000.00
Ford F-250 Super Duty Pick-up Regular 8ft. Bed w/ 9ft Fisher Plow	I-78	R	\$70,000.00
Ferris Pathfinder FS 2100 Fertilizer Machine	EP	N	\$10,000.00
Ferris FW35 48"Pistol Grip Walk Mower	EP	N	\$6,000.00
Snap On Scan Tool	DWG	R	\$7,000.00
Dodge Ram 2500 Cummins Diesel 4x4 Reg Cab 8 Foot Bed	MM	R	\$70,000.00
Equipment Trailer for Articulated Lift at SF	SF	N	\$12,000.00
Patrol Vehicle	ND	R	\$100,000.00
<b>Total</b>			<b>\$695,000</b>

**2021-2022 CAPITAL PLAN  
VEHICLES AND EQUIPMENT**

**2020 VEHICLE AND EQUIPMENT SUMMARY**

<b><i>FACILITY/ DIVISION</i></b>	<b><i>NEW EQUIPMENT</i></b>	<b><i>PREVIOUSLY APPROVED- NOT PURCHASED</i></b>	<b><i>ESTIMATED TOTAL</i></b>
<b><i>TRENTON-MORRISVILLE TOLL-110</i></b>	<b><i>\$0.00</i></b>	<b><i>\$2,761,000.00</i></b>	<b><i>\$2,761,000.00</i></b>
<b><i>SCUDDERS FALLS BRIDGE-</i></b>	<b><i>\$12,000.00</i></b>	<b><i>\$1,883,000.00</i></b>	<b><i>\$1,895,000.00</i></b>
<b><i>NEW HOPE-LAMBERTVILLE TOLL- 120</i></b>	<b><i>\$250,000.00</i></b>	<b><i>\$497,000.00</i></b>	<b><i>\$747,000.00</i></b>
<b><i>SOUTHERN DIVISION TOLL- 125</i></b>	<b><i>\$100,000.00</i></b>	<b><i>\$165,000.00</i></b>	<b><i>\$265,000.00</i></b>
<b><i>INTERSTATE 78 TOLL- 210</i></b>	<b><i>\$140,000.00</i></b>	<b><i>\$472,000.00</i></b>	<b><i>\$612,000.00</i></b>
<b><i>EASTON-PHILLIPSBURG TOLL- 220</i></b>	<b><i>\$16,000.00</i></b>	<b><i>\$892,700.00</i></b>	<b><i>\$908,700.00</i></b>
<b><i>NORTHERN DIVISION TOLL- 125</i></b>	<b><i>\$100,000.00</i></b>	<b><i>\$0.00</i></b>	<b><i>\$100,000.00</i></b>
<b><i>PORTLAND-COLUMBIA TOLL- 310</i></b>	<b><i>\$0.00</i></b>	<b><i>\$692,000.00</i></b>	<b><i>\$692,000.00</i></b>
<b><i>DELAWARE WATER GAP TOLL- 320</i></b>	<b><i>\$7,000.00</i></b>	<b><i>\$867,000.00</i></b>	<b><i>\$874,000.00</i></b>
<b><i>MILFORD-MONTAGUE TOLL- 330</i></b>	<b><i>\$70,000.00</i></b>	<b><i>\$88,000.00</i></b>	<b><i>\$158,000.00</i></b>
<b><i>TOTALS</i></b>	<b><i>\$695,000.00</i></b>	<b><i>\$8,317,700.00</i></b>	<b><i>\$9,012,700.00</i></b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- TM			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford Edge- Pool Car for TM	TM	N	\$45,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	TM	R	\$25,000.00
Extended Cab Gas Pickup 6-3/4 foot Bed w/Lift gate	TM	N	\$65,000.00
Crew Cab Gas Pickup 6-3/4 foot Bed w/Lift gate	TM	N	\$70,000.00
Crew Cab Pickup with snow plow	TM	R	\$80,000.00
Super Duty Type Pick up truck with Plow	TM	R	\$65,000.00
Super Duty Type Pick up truck with Plow	TM	R	\$65,000.00
Super Duty Type Pick up truck with Plow	TM	R	\$75,000.00
4X4 Crew Cab Pickup with Plow	TM	R	\$80,000.00
Lift w/ Jacks (Bendpak Four Post Lift)	TM	N	\$9,500.00
Band Saw	TM	R	\$3,000.00
Double Truck Mounted Air Circulated Sweeper	TM	R	\$320,000.00
HD Stake Body Truck	TM	R	\$150,000.00
Trailer- (For V&E)	TM	R	\$7,000.00
Dump Trailer (14000 LB)	TM	N	\$10,000.00
Trailer Mounted Attenuator	TM	N	\$30,000.00
Hitchdock Snow Blower for CAT 926M	TM	N	\$71,500.00
Hook Truck (W/Bed/Hopper and Spreader)	TM	N	\$230,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	TM	N	\$230,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	TM	N	\$230,000.00
Tri- Axle HD Dump Truck (w/ Plow and Spreader)	TM	N	\$300,000.00
Tri- Axle HD Dump Truck (w/ Plow and Spreader)	TM	N	\$300,000.00
Tri- Axle HD Dump Truck (w/ Plow and Spreader)	TM	N	\$300,000.00
Total Carryover From 2020 Capital Budget			\$2,761,000.00

2021-2022 NEW Vehicle & Equipment Requests-TM			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
None			
Total New Requests			\$0.00

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- SF			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	SF	R	\$25,000.00
Tri - Axle HD Dump Truck (w/ Plow and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
Tri - Axle HD Dump Truck (w/ Wing and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
Tri - Axle HD Dump Truck (w/ Wing and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
Tri - Axle HD Dump Truck (w/ Wing and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
4X4 Crew Cab Pickup with Plow	SF	N	\$80,000.00
4X4 Crew Cab Pickup with Plow	SF	N	\$80,000.00
4X4 Crew Cab Pickup with Plow	SF	N	\$80,000.00
Sweeper/Vacuum Truck (Sweeper)	SF	N	\$320,000.00
Cone Truck with Attenuator	SF	N	\$190,000.00
Raptor TPRS Strip Deployer System	SF	N	\$85,000.00
Ford Edge or comparable (Engineering)	SF	N	\$45,000.00
Trailer Mounted Attenuator	SF	N	\$30,000.00
Large SUV (Engineering)	SF	R	\$48,000.00
Ventrac Snow blower	SF	N	\$30,000.00
55 Foot Bucket Truck	SF	N	\$150,000.00
<b>Total Carryover From 2020 Capital Budget</b>			<b>\$1,883,000.00</b>

2021-2022 NEW Vehicle & Equipment Requests- SF			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
Equipment Trailer for Articulated Lift at SF	SF	N	\$12,000.00
<b>Total New Requests</b>			<b>\$12,000.00</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021-NHL			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	NHL	R	\$25,000.00
4X4 Crew Cab Pickup with Plow	NHL	R	\$80,000.00
Super Crew Gas Pickup Short Bed	NHL	N	\$65,000.00
Small SUV/Converted to LG. SUV	NHL	R	\$40,000.00
Dodge 5500 W/Plow & V Box for toll supported Bridges	NHL	R	\$150,000.00
V Box spreader	NHL	N	\$50,000.00
Banking room coin and currency counting machines	NHL	R	\$12,000.00
Trailer mounted Attenuator	NHL	N	\$30,000.00
Replacement for 2011 Escape at NHL (pool car with electrical issues)	NHL	R	\$45,000.00
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$497,000.00</b>

2021-2022 NEW Vehicle & Equipment Requests- NHL			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
Mack Granite Elliptical Body	NHL	R	\$250,000.00
<i>Total New Requests</i>			<b>\$250,000.00</b>

**2021-2022 CAPITAL PLAN  
VEHICLES AND EQUIPMENT**

<b>V&amp;E CARRYOVER TO 2021- SD</b>			
<b>Vehicle/ Equipment Description</b>	<b>Location</b>	<b>New or Replacement</b>	<b>Capital Budget Value</b>
4X4 Crew Cab Pickup with Plow	SD	R	\$80,000.00
Tar Melter Applicator Trailer	SD	R	\$40,000.00
Ford Edge- Pool Car for SD	SD	N	\$45,000.00
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$165,000.00</b>

<b>2021-2022 NEW Vehicle &amp; Equipment Requests- SD</b>			
<b>Vehicle/ Equipment Description</b>	<b>Location</b>	<b>New or Replacement</b>	<b>2021 Budget Estimated Cost</b>
Patrol Vehicle	SD	N	\$100,000.00
<i>Total New Requests</i>			<b>\$100,000.00</b>



# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- I 78			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	I-78	R	\$25,000.00
4X4 Crew Cab Pickup with Plow	I-78	N	\$80,000.00
Ferris Mower w/ Vacuum System Attachment	I-78	R	\$19,000.00
New Sewer Jet/ Cleaner	I-78	R	\$80,000.00
Trash Compactor	I-78	R	\$18,000.00
Cone Truck	I-78	N	\$150,000.00
Replacement Vehicle for 2011 Escape car. J Baum drives.	I-78	R	\$45,000
F150 4x4 Crew Cab, 6" bed & Cap. Replacement for B Wilson	I-78	R	\$55,000
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$472,000.00</b>

2021-2022 NEW Vehicle & Equipment Requests- I 78			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
Ford F-250 Super Duty Pick-up Extended Cab w/ 9ft Fisher Plow	I-78	R	\$70,000.00
Ford F-250 Super Duty Pick-up Regular 8ft. Bed w/ 9ft Fisher Plow	I-78	R	\$70,000.00
<i>Total New Requests</i>			<b>\$140,000.00</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- EP			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	EP	R	\$25,000.00
LV 600 Green Climber and Attachments	EP	N	\$131,700.00
F-250 4X4 Crew Cab Pick-up Truck	EP	R	\$70,000.00
New Crew Cab Pick Up Truck with Plow/Spreaders and Salt Box	EP	R	\$90,000.00
Super Duty Type Pick up truck with Plow	EP	R	\$75,000.00
Trailer Mounted VMS Board	EP	R	\$19,000.00
Double Truck Mounted Air Circulated Sweeper	EP	R	\$320,000.00
Aerial Lift Vehicle- Isuzu Chassis w/ Altec AT30 Bucket-EP- M Dilts	EP	R	\$65,000.00
Trailer 16' Box- Landscaper Style X	EP	N	\$7,000.00
Ford Edge- Pool Car for EP	EP	N	\$45,000.00
Patrol Vehicle (M Hartigns) PSBS	EP	N	\$45,000.00
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$892,700.00</b>

2021-2022 NEW Vehicle & Equipment Request- EP			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
Ferris Pathfinder FS 2100 Fertilizer Machine	EP	N	\$10,000.00
Ferris FW35 48"Pistol Grip Walk Mower	EP	N	\$6,000.00
<i>Total New Requests</i>			<b>\$16,000.00</b>

**2021-2022 CAPITAL PLAN  
VEHICLES AND EQUIPMENT**

<b>V&amp;E CARRYOVER TO 2021- ND</b>			
<b>Vehicle/ Equipment Description</b>	<b>Location</b>	<b>New or Replacement</b>	<b>Capital Budget Value</b>
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$0.00</b>

<b>2021-2022 NEW Vehicle &amp; Equipment Requests- ND</b>			
<b>Vehicle/ Equipment Description</b>	<b>Location</b>	<b>New or Replacement</b>	<b>2021 Budget Estimated Cost</b>
Patrol Vehicle	ND	R	\$100,000.00
<i>Total New Requests</i>			<b>\$100,000.00</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- PC			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	PC	R	\$25,000.00
Cold Planer 24" Quick Mill	PC	N	\$18,000.00
16 Ft Aluminum Boat w/ Outboard-SeaArk River Extreme RXJT 160-PC	PC	R	\$16,000.00
Boat Trailer- For Sea Ark- with Loading Guides-PC	PC	R	\$2,000.00
Sweeper/Vacuum Truck (Sweeper)	PC	R	\$320,000.00
Hybrid Escape or comparable replacement- for R Taitt	PC	R	\$45,000
John Deere Z994R diesel zero turn-with 60" mower decks and sun canopy	PC	R	\$18,000.00
John Deere Z994R diesel zero turn-with 60" mower decks and sun canopy	PC	R	\$18,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	PC	N	\$230,000.00
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$692,000.00</b>

2021-2022 NEW Vehicle & Equipment Requests- PC			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
None			\$0.00
<i>Total New Requests</i>			<b>\$0.00</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- DWG			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	DWG	R	\$25,000.00
Banking room coin and currency counting machines	DWG	R	\$12,000.00
Altec AT48M Bucket truck, Mack 42FR MHD (quote #485111-4)	DWG	N	\$220,000.00
F-250 4x4 Utility Vehicle	DWG	R	\$80,000.00
Super Crew 4X4 Diesel Pickup Long Bed	DWG	N	\$70,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	DWG	N	\$230,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	DWG	N	\$230,000.00
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$867,000.00</b>

2021-2022 NEW Vehicle & Equipment Requests- DWG			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
Snap On Scan Tool	DWG	R	\$7,000.00
<i>Total New Requests</i>			<b>\$7,000.00</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

V&E CARRYOVER TO 2021- MM			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	MM	R	\$25,000.00
Automotive Lift- (Mohawk-Two Post)	MM	N	\$30,000.00
John Deere Z970R Ztrak 35HP Gas zero turn-with 72" mower decks	MM	N	\$16,500.00
John Deere Z970R Ztrak 35HP Gas zero turn-with 72" mower decks	MM	N	\$16,500.00
<i>Total Carryover From 2020 Capital Budget</i>			<b>\$88,000.00</b>

2021-2022 NEW Vehicle & Equipment Requests- MM			
Vehicle/ Equipment Description	Location	New or Replacement	2021 Budget Estimated Cost
Dodge Ram 2500 Cummins Diesel 4x4 Reg Cab 8 Foot Bed	MM	R	\$70,000.00
<i>Total New Requests</i>			<b>\$70,000.00</b>

# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

All V&E CARRYOVER TO 2021			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford Edge- Pool Car for TM	TM	N	\$45,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	TM	R	\$25,000.00
Extended Cab Gas Pickup 6-3/4 foot Bed w/Lift gate	TM	N	\$65,000.00
Crew Cab Gas Pickup 6-3/4 foot Bed w/Lift gate	TM	N	\$70,000.00
Crew Cab Pickup with snow plow	TM	R	\$80,000.00
Super Duty Type Pick up truck with Plow	TM	R	\$65,000.00
Super Duty Type Pick up truck with Plow	TM	R	\$65,000.00
Super Duty Type Pick up truck with Plow	TM	R	\$75,000.00
4X4 Crew Cab Pickup with Plow	TM	R	\$80,000.00
Lift w/ Jacks (Bendpak Four Post Lift)	TM	N	\$9,500.00
Band Saw	TM	R	\$3,000.00
Double Truck Mounted Air Circulated Sweeper	TM	R	\$320,000.00
HD Stake Body Truck	TM	R	\$150,000.00
Trailer- (For V&E)	TM	R	\$7,000.00
Dump Trailer (14000 LB)	TM	N	\$10,000.00
Trailer Mounted Attenuator	TM	N	\$30,000.00
Hitchdock Snow Blower for CAT 926M	TM	N	\$71,500.00
Hook Truck (W/Bed/Hopper and Spreader)	TM	N	\$230,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	TM	N	\$230,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	TM	N	\$230,000.00
Tri- Axle HD Dump Truck (w/ Plow and Spreader)	TM	N	\$300,000.00
Tri- Axle HD Dump Truck (w/ Plow and Spreader)	TM	N	\$300,000.00
Tri- Axle HD Dump Truck (w/ Plow and Spreader)	TM	N	\$300,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	NHL	R	\$25,000.00
4X4 Crew Cab Pickup with Plow	NHL	R	\$80,000.00
Super Crew Gas Pickup Short Bed	NHL	N	\$65,000.00
Small SUV/Converted to LG. SUV	NHL	R	\$40,000.00
Dodge 5500 W/Plow & V Box for toll supported Bridges	NHL	R	\$150,000.00
V Box spreader	NHL	N	\$50,000.00
Banking room coin and currency counting machines	NHL	R	\$12,000.00
Trailer mounted Attenuator	NHL	N	\$30,000.00
Replacement for 2011 Escape at NHL (pool car with electrical issues)	NHL	R	\$45,000.00
4X4 Crew Cab Pickup with Plow	SD	R	\$80,000.00
Tar Melter Applicator Trailer	SD	R	\$40,000.00
Ford Edge- Pool Car for SD	SD	N	\$45,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	I-78	R	\$25,000.00
4X4 Crew Cab Pickup with Plow	I-78	N	\$80,000.00
Ferris Mower w/ Vacuum System Attachment	I-78	R	\$19,000.00
New Sewer Jet/ Cleaner	I-78	R	\$80,000.00
Trash Compactor	I-78	R	\$18,000.00
Cone Truck	I-78	N	\$150,000.00
Replacement Vehicle for 2011 Escape car. J Baum drives.	I-78	R	\$45,000
F150 4x4 Crew Cab, 6" bed & Cap. Replacement for B Wilson	I-78	R	\$55,000
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	EP	R	\$25,000.00
LV 600 Green Climber and Attachments	EP	N	\$131,700.00
F-250 4X4 Crew Cab Pick-up Truck	EP	R	\$70,000.00
New Crew Cab Pick Up Truck with Plow/Spreader and Salt Box	EP	R	\$90,000.00
Super Duty Type Pick up truck with Plow	EP	R	\$75,000.00
Trailer Mounted VMS Board	EP	R	\$19,000.00
Double Truck Mounted Air Circulated Sweeper	EP	R	\$320,000.00
Aerial Lift Vehicle- Isuzu Chassis w/ Altec AT30 Bucket-EP- M Dilts	EP	R	\$65,000.00
Trailer 16' Box- Landscaper Style X	EP	N	\$7,000.00



# 2021-2022 CAPITAL PLAN VEHICLES AND EQUIPMENT

All V&E CARRYOVER TO 2021			
Vehicle/ Equipment Description	Location	New or Replacement	Capital Budget Value
Ford Edge- Pool Car for EP	EP	N	\$45,000.00
Patrol Vehicle (M Hartigns) PSBS	EP	N	\$45,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	PC	R	\$25,000.00
Cold Planer 24" Quick Mill	PC	N	\$18,000.00
16 Ft Aluminum Boat w/ Outboard-SeaArk River Extreme RXJT 160-PC	PC	R	\$16,000.00
Boat Trailer- For Sea Ark- with Loading Guides-PC	PC	R	\$2,000.00
Sweeper/Vacuum Truck (Sweeper)	PC	R	\$320,000.00
Hybrid Escape or comparable replacement- for R Taitt	PC	R	\$45,000.00
John Deere Z994R diesel zero turn-with 60" mower decks and sun canopy	PC	R	\$18,000.00
John Deere Z994R diesel zero turn-with 60" mower decks and sun canopy	PC	R	\$18,000.00
571571571	PC	N	\$230,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	DWG	R	\$25,000.00
Banking room coin and currency counting machines	DWG	R	\$12,000.00
Altec AT48M Bucket truck, Mack 42FR MHD (quote #485111-4)	DWG	N	\$220,000.00
F-250 4x4 Utility Vehicle	DWG	R	\$80,000.00
Super Crew 4X4 Diesel Pickup Long Bed	DWG	N	\$70,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	DWG	N	\$230,000.00
HD Dump Truck (w/ Plow and Spreader) Mack	DWG	N	\$230,000.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	MM	R	\$25,000.00
Automotive Lift- (Mohawk-Two Post)	MM	N	\$30,000.00
John Deere Z970R Ztrak 35HP Gas zero turn-with 72" mower decks	MM	N	\$16,500.00
John Deere Z970R Ztrak 35HP Gas zero turn-with 72" mower decks	MM	N	\$16,500.00
Ford F-250 Pickup Patrol Vehicle (Upfit Only)	SF	R	\$25,000.00
Tri - Axle HD Dump Truck (w/ Plow and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
Tri - Axle HD Dump Truck (w/ Wing and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
Tri - Axle HD Dump Truck (w/ Wing and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
Tri - Axle HD Dump Truck (w/ Wing and Spreader) Mack (Only Upfit)	SF	N	\$180,000.00
4X4 Crew Cab Pickup with Plow	SF	N	\$80,000.00
4X4 Crew Cab Pickup with Plow	SF	N	\$80,000.00
4X4 Crew Cab Pickup with Plow	SF	N	\$80,000.00
Sweeper/Vacuum Truck (Sweeper)	SF	N	\$320,000.00
Cone Truck with Attenuator	SF	N	\$190,000.00
Raptor TPRS Strip Deployer System	SF	N	\$85,000.00
Ford Edge or comparable (Engineering)	SF	N	\$45,000.00
Trailer Mounted Attenuator	SF	N	\$30,000.00
Large SUV (Engineering)	SF	R	\$48,000.00
Ventrac Snow blower	SF	N	\$30,000.00
55 Foot Bucket Truck	SF	N	\$150,000.00
Total Carryover From 2020 Capital Budget			\$8,317,700.00

***ESTIMATED EXPENDITURES***  
***(2021 - 2022 CAPITAL PLAN)***

**2021-2022 CAPITAL PLAN  
ESTIMATED EXPENDITURES SUMMARY**



**CAPITAL PROGRAM ESTIMATED EXPENDITURES**

	<i>2021</i>	<i>2022</i>	<i>2 YR. TOTAL</i>
Toll Bridge Facilities	\$126,753,674	\$60,902,638	\$187,656,311
Toll-Supported Bridge Facilities	\$15,921,712	\$7,028,360	\$22,950,072
Commission Initiatives & System-Wide Projects	\$17,377,785	\$7,710,704	\$25,088,489

<i>Subtotal</i>	<i>\$160,053,170</i>	<i>\$75,641,702</i>	<i>\$235,694,872</i>
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**VEHICLE / EQUIPMENT GROSS PURCHASES**

	<i>2021</i>	<i>2022</i>	<i>2 YR. TOTAL</i>
Vehicles and Maintenance Equipment	\$9,012,700	\$2,000,000	\$11,012,700

<i>Subtotal</i>	<i>\$9,012,700</i>	<i>\$2,000,000</i>	<i>\$11,012,700</i>
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	<i>2021</i>	<i>2022</i>	<i>2 YR. TOTAL</i>
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<b><i>TOTAL 2021 - 2022 CAPITAL PLAN</i></b>	<b><i><u>\$169,065,870</u></i></b>	<b><i><u>\$77,641,702</u></i></b>	<b><i><u>\$246,707,572</u></i></b>
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**2021-2022 CAPITAL PLAN**  
**ESTIMATED EXPENDITURES SUMMARY**



**TOLL BRIDGES**

	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Langhorne</u>	\$100,000	\$102,940	\$202,940
<u>Trenton-Morrisville</u>	\$18,005,977	\$28,965,600	\$46,971,577
<u>Scudder Falls</u>	\$100,278,275	\$25,714,175	\$125,992,450
<u>New Hope-Lambertville</u>	\$1,093,586	\$1,640,444	\$2,734,031
<u>Interstate 78</u>	\$767,511	\$1,408,446	\$2,175,956
<u>Easton-Phillipsburg</u>	\$979,022	\$102,940	\$1,081,962
<u>Portland-Columbia</u>	\$50,000	\$51,470	\$101,470
<u>Delaware Water Gap</u>	\$5,232,750	\$102,940	\$5,335,690
<u>Milford-Montague</u>	\$246,553	\$2,813,682	\$3,060,235

<b>Subtotal</b>	<b>\$126,753,674</b>	<b>\$60,902,638</b>	<b>\$187,656,311</b>
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**TOLL-SUPPORTED BRIDGES**

	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Lower Trenton</u>	\$318,200	\$199,311	\$517,511
<u>Calhoun Street</u>	\$25,000	\$25,735	\$50,735
<u>Washington Crossing</u>	\$729,677	\$733,476	\$1,463,153
<u>New Hope-Lambertville</u>	\$136,906	\$1,677,890	\$1,814,796
<u>Centre Bridge-Stockton</u>	\$25,000	\$25,735	\$50,735
<u>Lumberville-Raven Rock</u>	\$107,938	\$707,519	\$815,457
<u>Uhlerstown-Frenchtown</u>	\$707,787	\$25,735	\$733,522
<u>Upper Black Eddy-Milford</u>	\$25,000	\$25,735	\$50,735
<u>Riegelsville</u>	\$25,000	\$25,735	\$50,735
<u>Northampton Street</u>	\$13,771,204	\$3,530,018	\$17,301,222
<u>Riverton-Belvidere</u>	\$25,000	\$25,735	\$50,735
<u>Portland-Columbia</u>	\$25,000	\$25,735	\$50,735

<b>Subtotal</b>	<b>\$15,921,712</b>	<b>\$7,028,360</b>	<b>\$22,950,072</b>
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	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<b>COMMISSION INITIATIVES &amp; SYSTEM-WIDE PROJECTS</b>	<b>\$17,377,785</b>	<b>\$7,710,704</b>	<b>\$25,088,489</b>
<b>VEHICLES &amp; EQUIPMENT</b>	<b>\$9,012,700</b>	<b>\$2,000,000</b>	<b>\$11,012,700</b>

<b>TOTAL</b>	<b>\$169,065,870</b>	<b>\$77,641,702</b>	<b>\$246,707,572</b>
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**2021-2022 CAPITAL PLAN  
ESTIMATED EXPENDITURES SUMMARY**



**BRIDGES, ROADWAYS, SIDEWALKS, & APPROACHES SUMMARY**

<b><u>SOUTHERN REGION</u></b>	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Langhorne</u>	\$0	\$0	\$0
<u>Trenton-Morrisville Toll Bridge</u>	\$739,225	\$2,789,501	\$3,528,726
<u>Lower Trenton Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Calhoun Street Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Scudder Falls Toll Bridge</u>	\$99,960,479	\$25,559,765	\$125,520,245
<u>Washington Crossing Toll-Supported Bridge</u>	\$704,677	\$707,741	\$1,412,418
<u>New Hope-Lambertville Toll-Supported Bridge</u>	\$0	\$642,346	\$642,346
<u>New Hope Lambertville Toll Bridge</u>	\$141,713	\$1,231,768	\$1,373,481
<u>Centre Bridge-Stockton Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Lumberville-Raven Rock Toll-Supported Bridge</u>	\$0	\$0	\$0
<b><i>Southern Region Total</i></b>	<b><i>\$101,546,094</i></b>	<b><i>\$30,931,121</i></b>	<b><i>\$132,477,215</i></b>

<b><u>CENTRAL REGION</u></b>	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Uhlerstown-Frenchtown Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Upper Black Eddy-Milford Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Riegelsville Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Interstate 78 Toll Bridge</u>	\$467,511	\$1,099,626	\$1,567,136
<u>Northampton Street Toll-Supported Bridge</u>	\$13,721,204	\$3,478,548	\$17,199,752
<u>Easton-Phillipsburg Toll Bridge</u>	\$0	\$0	\$0
<u>Riverton-Belvidere Toll-Supported Bridge</u>	\$0	\$0	\$0
<b><i>Central Region Total</i></b>	<b><i>\$14,188,715</i></b>	<b><i>\$4,578,174</i></b>	<b><i>\$18,766,889</i></b>

<b><u>NORTHERN REGION</u></b>	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Portland-Columbia Toll Bridge</u>	\$0	\$0	\$0
<u>Portland-Columbia Toll-Supported</u>	\$0	\$0	\$0
<u>Delaware Water Gap Toll Bridge</u>	\$5,132,750	\$0	\$5,132,750
<u>Milford-Montague Toll Bridge</u>	\$196,553	\$2,762,212	\$2,958,765
<b><i>Northern Region Total</i></b>	<b><i>\$5,329,303</i></b>	<b><i>\$2,762,212</i></b>	<b><i>\$8,091,515</i></b>

	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<b><i>BRIDGES, ROADWAYS, SIDEWALKS &amp; APPROACHES TOTAL</i></b>	<b><i>\$121,064,112</i></b>	<b><i>\$38,271,507</i></b>	<b><i>\$159,335,619</i></b>

**2021-2022 CAPITAL PLAN  
ESTIMATED EXPENDITURES SUMMARY**



**FACILITIES AND GROUNDS SUMMARY**

<b><u>SOUTHERN REGION</u></b>	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Langhorne</u>	\$100,000	\$102,940	\$202,940
<u>Trenton-Morrisville Toll Bridge</u>	\$17,266,752	\$26,176,099	\$43,442,851
<u>Lower Trenton Toll-Supported Bridge</u>	\$318,200	\$199,311	\$517,511
<u>Calhoun Street Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<u>Scudder Falls Toll Bridge</u>	\$317,796	\$154,410	\$472,206
<u>Washington Crossing Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<u>New Hope-Lambertville Toll-Supported Bridge</u>	\$136,906	\$1,035,544	\$1,172,450
<u>New Hope Lambertville Toll Bridge</u>	\$951,873	\$408,676	\$1,360,549
<u>Centre Bridge-Stockton Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<u>Lumberville-Raven Rock Toll-Supported Bridge</u>	\$107,938	\$707,519	\$815,457
<b><i>Southern Region Total</i></b>	<b><i>\$19,274,464</i></b>	<b><i>\$28,861,705</i></b>	<b><i>\$48,136,170</i></b>

<b><u>CENTRAL REGION</u></b>	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Uhlerstown-Frenchtown Toll-Supported Bridge</u>	\$707,787	\$25,735	\$733,522
<u>Upper Black Eddy-Milford Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<u>Riegelsville Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<u>Interstate 78 Toll Bridge</u>	\$300,000	\$308,820	\$608,820
<u>Northampton Street Toll-Supported Bridge</u>	\$50,000	\$51,470	\$101,470
<u>Easton-Phillipsburg Toll Bridge</u>	\$979,022	\$102,940	\$1,081,962
<u>Riverton-Belvidere Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<b><i>Central Region Total</i></b>	<b><i>\$2,111,810</i></b>	<b><i>\$566,170</i></b>	<b><i>\$2,677,980</i></b>

<b><u>NORTHERN REGION</u></b>	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<u>Portland-Columbia Toll Bridge</u>	\$50,000	\$51,470	\$101,470
<u>Portland-Columbia Toll-Supported Bridge</u>	\$25,000	\$25,735	\$50,735
<u>Delaware Water Gap Toll Bridge</u>	\$100,000	\$102,940	\$202,940
<u>Milford-Montague Toll Bridge</u>	\$50,000	\$51,470	\$101,470
<b><i>Northern Region Total</i></b>	<b><i>\$225,000</i></b>	<b><i>\$231,615</i></b>	<b><i>\$456,615</i></b>

	<b>2021</b>	<b>2022</b>	<b>2 YR. TOTAL</b>
<b><i>FACILITIES AND GROUNDS TOTAL</i></b>	<b><i>\$21,611,274</i></b>	<b><i>\$29,659,490</i></b>	<b><i>\$51,270,764</i></b>

**2021-2022 CAPITAL PLAN  
ESTIMATED EXPENDITURES SUMMARY**



Delaware River  
Joint Toll Bridge  
Commission

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**VEHICLES & EQUIPMENT PURCHASES**

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**2021 VEHICLE & EQUIPMENT PURCHASES**

<u>Facility</u>	<u>Estimated Purchase Price of New Units</u>
Trenton-Morrisville	\$0
Scudder Falls	\$12,000
New Hope-Lambertville	\$250,000
Interstate Route 78	\$140,000
Easton-Phillipsburg	\$16,000
Portland-Columbia	\$0
Delaware Water Gap	\$7,000
Milford-Montague	\$70,000
Southern Division - Toll-Supported Bridges	\$100,000
Northern Division - Toll-Supported Bridges	\$100,000

<b><i>TOTAL 2021 NEW VEHICLE &amp; EQUIPMENT PURCHASES</i></b>	<b><u>\$695,000</u></b>
<b><i>TOTAL 2021 CARRYOVER (2020) VEHICLE &amp; EQUIPMENT PURCHASES</i></b>	<b><u>\$8,317,700</u></b>
<b><i>TOTAL 2021 VEHICLE &amp; EQUIPMENT PURCHASES</i></b>	<b><u>\$9,012,700</u></b>

<b><i>ESTIMATED 2022 GROSS VEHICLE &amp; EQUIPMENT PURCHASES*</i></b>	<b><u>\$2,000,000</u></b>
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*\*The 2021 V & E purchases above are based upon approved vehicle purchases from the Fleet Manager. The 2022 V & E purchases of \$2.0M above are estimates of anticipated replacements/cost of new items for 2022.*



## ***SCHEDULE OF INSURANCE***

## ***SCHEDULE OF INSURANCE***

### ***I. CURRENT SCHEDULE OF INSURANCE (2020)***

The Delaware River Joint Toll Bridge Commission currently has in effect the following principle types and amounts of insurance coverage. This list may not be all inclusive, but provides the more significant coverages.

#### **A. General Liability**

\$	4,000,000	General Aggregate Limit
\$	4,000,000	Products/Completed Operations Aggregate Limit
\$	2,000,000	Personal/Advertising Injury Limit
\$	2,000,000	Each Occurrence Limit
\$	300,000	Damage to Premises Rented to You
\$	15,000	Medical Expense Limit, Any One Person

The above General Liability limits apply for all bridges (Toll and Toll-Supported Bridges).

The above General Liability aggregate limits apply per each location to the bridges. The each occurrence aggregate limit applies to the other locations.

Coverage includes Independent Contractors, Medical Payments, Contractual Liability, Fire Damage, Legal Liability, Employees as Additional Insured, Host Liquor Liability, Incidental Medical Malpractice, Broad Form Property Damage Liability, Non-owned Watercraft Liability (under 25ft), Products Liability and Extended Bodily Injury Liability.

#### **B. Commercial Automobile Liability**

\$	2,000,000	Bodily Injury/Property Damage Combined Single Limit, Each Accident
\$	35,000	Uninsured/Underinsured Motorist Coverage (PA & NJ)
\$	100,000	Garagekeepers Liability
\$	5,000	Medical Payments
\$	50,000	Hired Car Physical Damage Coverage
ACV or Cost of Repair		Comprehensive & Collision (Stated Amount - \$100,000 maximum)

Deductible on Comprehensive and Collision

\$	1,000	PPTs & Light Trucks
\$	3,000	Medium Trucks
\$	5,000	Heavy & Extra Heavy Trucks

#### **C. Umbrella Liability**

\$	25,000,000	Each Occurrence, Annual Aggregate
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There is an excess umbrella policy with a \$25,000,000 limit. The total coverage of \$50,000,000 is inclusive of all Bridges, Vehicles, and Operations Liability.

## ***SCHEDULE OF INSURANCE***

### **D. Building & Contents Insurance**

\$	141,578,188	Blanket Limit
\$	5,000,000	Business Interruption & Extra Expense
\$	250,000	Debris Removal, Additional Expense
\$	1,000,000	Off Premise Utility Interruption
\$	Policy Limit	Fire Department Service Charge
\$	5,000,000	Flood (Locations: 1-37; 46-48) (excludes Flood Zones A or V)
\$	2,500,000	Flood (Locations: 43) (excludes Flood Zones A or V)
\$	10,000,000	Earthquake
\$	10,000	All Perils Deductible except flood and earthquake
\$	100,000	Flood and Earthquake Deductible

Coverage extensions include: Debris Removal, Pollutant Cleanup and Removal, Newly Acquired Buildings and Personal Property, Personal Property of Others/Employees, Valuable papers-Cost of Research, Property Off Premises within 1,000 feet, Outdoor Property - Trees, Shrubs and Plants, Property in Transit (Special Form Only) and Signs (various sublimits apply).

Boiler & Machinery Coverage insured under separate policy

### **E. Equipment Floater Limits (Separate from Building Policy)**

\$	3,210,193	Specific Limits Apply Per Schedule
\$	90,000	Miscellaneous Unscheduled Tools, limited to \$2,500 per item
\$	50,000	Leased/Rented Equipment – per item
\$	2,500	Deductible except flood and earthquake

### **F. Bridge Property Coverage**

#### **Loss Limits:**

\$	200,000,000	Loss Limit – Primary
\$	275,000,000	Loss Limit – Excess of \$200,000,000 per Occurrence

All Perils Deductible except Flood and Earth Movement - 1% of the value of the structure (bridge is separate structure from approach as scheduled) subject to a minimum of \$50,000 and 5 day Waiting period for Loss of Revenue.

Flood Coverage - \$250,000,000 Annual Aggregate - Multiple Policies

Earthquake Coverage – \$250,000,000 Annual Aggregate - Multiple Policies

Sublimits apply to Debris Removal, Contamination, & Pollution Clean-Up/Removal – Land/Water –.

## ***SCHEDULE OF INSURANCE***

### **G. Public Officials / Employment Practices Liability**

\$ 10,000,000 Each Loss  
\$ 10,000,000 Aggregate

#### Retention

\$ 0 Non-Indemnifiable Loss  
\$ 50,000 Corporate Reimbursement and Organization Coverage  
\$ 35,000 Employment Practices Liability Coverage

Excess policy provides additional \$10,000,000 Per Claim/Annual Aggregate

### **H. Workers Compensation and Employers Liability Coverage**

Workers Compensation – Statutory Limits

#### Employers Liability

\$ 1,000,000	Each Accident	Bodily Injury, \$250,000 deductible
\$ 1,000,000	Policy Limit by Disease	Bodily Injury, \$250,000 deductible
\$ 1,000,000	Each Employee by Disease	Bodily Injury, \$250,000 deductible

### **I. Commercial Crime Coverage**

\$ 10,000 Forgery or Alteration, \$1,000 deductible  
\$ 250,000 Money In-Out for Theft, Disappearance and Destruction, \$10,000 deductible  
\$ 250,000 Money Order and Counterfeit Currency & Credit, Debit, Charge Card Forgery,  
\$1,000 Deductible  
\$ 5,000,000 Employee Dishonesty, \$50,000 Deductible  
\$ 5,000,000 Computer Fraud Including Wire Transfer Fund, \$50,000 Deductible

Coverage includes all locations.

### **J. Professional Architects and Engineers**

\$ 1,000,000 per Occurrence/Aggregate

#### Retention

\$ 50,000 Each Claim

### **K. Pollution Legal Liability (3 Year Policy)**

\$ 3,000,000 per Occurrence/Aggregate

#### Retention

\$ 25,000 Each Incident

## ***SCHEDULE OF INSURANCE***

### **L. Cyber Liability**

\$ 5,000,000 Policy Aggregate Limit

Retention

\$ 50,000 Each and Every Loss

Coverage includes item such as: Business Interruption (security breach or system failure), Cyber Extortion, Data Recovery, and other liabilities for Data/Network, Regulatory Defense, Payment Card, Fraudulent Instruction, and Media.

## ***SCHEDULE OF INSURANCE***

### ***II. INSURANCE REQUIREMENTS FOR 2021***

In accordance with Section 708 of the Bridge System Revenue Bonds, Series 2007, the following types of insurance are required to be maintained by the Commission to the extent as reasonably obtainable:

#### **MULTI-RISK INSURANCE**

The Commission currently maintains insurance for full replacement of all twenty (20) Toll and Toll-Supported Bridges and their approach structures (viaducts). In 1999 the Commission supplemented the full insurance coverage for all Toll-Supported Bridges. The full replacement costs are reviewed annually and updated accordingly to follow current inflation and construction costs.

Van Cleef Engineering Associates, LLC has re-assessed each of the twenty (20) Toll and Toll-Supported Bridges and their associated approach structures (viaducts) with respect to the structures replacement costs. Most of the bridges, when and if replaced, will be replacement in kind. A simple cost per square foot (the overall bridge length multiplied by its overall width) was used in the development of the replacement costs for all of the Toll and Toll-Supported Bridges and their approach structures (viaducts). Square foot unit costs may vary between bridges due to specific characteristics such as the need for deep foundations, feature crossed and aesthetics. The Engineering News Record (ENR) Construction Cost Index (CCI) is utilized to update the replacement costs on a yearly basis due to inflation.

The 2021 Estimated Replacement Costs for the twenty (20) Toll and Toll-Supported Bridges and their approach structures are listed below:

<b><u>TOLL FACILITY STRUCTURES</u></b>	<b><u>BRIDGE</u></b>	<b><u>APPROACH</u></b>
Trenton-Morrisville	\$60,300,000	\$30,700,000
Scudder Falls	\$88,800,000	\$ 9,100,000
New Hope-Lambertville	\$59,300,000	\$13,300,000
Interstate Route 78	\$69,800,000	\$48,500,000
Easton-Phillipsburg	\$23,800,000	\$17,900,000
Portland-Columbia	\$24,700,000	\$ 5,400,000
Delaware Water Gap	\$97,100,000	\$ 0
Milford-Montague	\$23,200,000	\$ 0
<i>SUBTOTALS</i>	<i>\$447,000,000</i>	<i>\$124,900,000</i>

## ***SCHEDULE OF INSURANCE***

<b><u>TOLL-SUPPORTED FACILITY STRUCTURES</u></b>	<b><u>BRIDGE</u></b>	<b><u>APPROACH</u></b>
Lower Trenton	\$24,800,000	\$ 0
Calhoun Street	\$14,700,000	\$ 0
Washington Crossing	\$ 7,700,000	\$ 0
New Hope-Lambertville	\$12,800,000	\$ 0
Centre Bridge-Stockton	\$10,200,000	\$ 900,000
Lumberville-Raven Rock *	\$ 3,500,000	\$ 0
Uhlerstown-Frenchtown	\$ 9,800,000	\$ 0
Upper Black Eddy-Milford	\$ 8,700,000	\$ 0
Riegelsville	\$ 5,800,000	\$ 0
Northampton Street	\$10,300,000	\$ 0
Riverton-Belvidere	\$ 6,700,000	\$ 0
Portland-Columbia *	\$ 4,800,000	\$ 0
<i>SUBTOTALS</i>	<i>\$ 119,500,000</i>	<i>\$ 900,000</i>

\*Pedestrian Bridge

**Total Replacement Cost (All Bridges) for 2021 = \$ 692,300,000**

### **USE AND OCCUPANCY INSURANCE**

The Commission currently maintains Use and Occupancy Insurance for all of its eight (8) Toll Facilities. The anticipated 2021 revenues presented below were prepared by Rummel, Klepper & Kahl, LLP under Contract No. C-728A-1 Traffic Revenue Forecast.

<b><u>TOLL FACILITY</u></b>	<b><u>2021 ANTICIPATED REVENUE*</u></b>
Trenton-Morrisville	\$ 18,300,000.00
Scudder Falls	\$ 17,800,000.00
New Hope-Lambertville	\$ 3,000,000.00
Interstate Route 78	\$ 66,200,000.00
Easton-Phillipsburg	\$ 8,700,000.00
Portland-Columbia	\$ 2,800,000.00
Delaware Water Gap	\$ 33,900,000.00
Milford-Montague	\$ 1,600,000.00
<b>(Total Toll Revenue)</b>	<b>\$ 152,300,000.00</b>
Non-AET Toll Violation Enforcement Revenue	\$ 672,500.00
Scudder Falls AET Toll Violation Enforcement Revenue	\$ 89,000.00
EZ Pass Service Fee Estimate	\$ 1,853,200.00
Interest Income	\$ 1,500,000.00
Other Income	\$ 300,000.00
<b>(TOTAL PROJECTED REVENUE - 2021)</b>	<b>\$ 156,714,700.00</b>

\*2021 Toll Revenue Projection based on Toll Scenario 0 (No Toll Rate Increase)



## ***SCHEDULE OF INSURANCE***

### **WAR-RISK INSURANCE**

The Commission does not maintain this type of insurance for any of its bridges, as it is not reasonably obtainable due to its excessive cost. However the Commission does maintain coverage for terrorism.

### **PUBLIC LIABILITY – PROPERTY DAMAGE – BODILY INJURY**

Public Liability, Bodily Injury, and Property Damage are maintained by the Commission under its General Liability and Auto Liability insurance coverage, which provides a maximum coverage of \$2,000,000 per occurrence. In addition the Commission carries \$50,000,000 maximum coverage in Excess Liability Insurance on all Bridges, Vehicles and Operations and \$500,000 per accident in Business Travel Accident Insurance.

### **BLANKET REAL AND PERSONAL PROPERTY INSURANCE- ADMINISTRATIVE & MAINTENANCE BUILDINGS, CONTENTS, TOLL BOOTHS, ETC.**

The Commission currently maintains Building and Contents Insurance in the amount of \$141,578,188. Estimated replacement costs for all Toll Facility Administration Buildings, Maintenance Buildings and Garages and Toll Plazas were calculated based upon the overall square-foot area of each facility and includes personal property, electronic surveillance system and EZPass equipment at each facility. The Engineering News Record (ENR) Construction Cost Index (CCI) is utilized to update the replacement costs on a yearly basis due to inflation. The estimated replacement costs for 2021 are as follows:

<u>LOCATION</u>	<u>2021 ESTIMATED REPLACEMENT VALUE</u>	
Trenton-Morrisville	\$	15,493,000
Scudder Falls	\$	21,732,000
New Hope-Lambertville	\$	14,378,000
Interstate 78	\$	12,451,000
Easton-Phillipsburg	\$	11,707,000
Portland-Columbia	\$	6,327,000
Delaware Water Gap	\$	8,995,000
Milford-Montague	\$	5,147,000
Riverton-Belvidere (Storage Shed)	\$	230,000
New Hope-Lambertville Toll-Supported (Garage)	\$	958,000
Lumberville-Raven Rock (Bridge Tender House)	\$	369,000
13 Toll-Supported Bridge Officer Shelters	\$	613,000
<b>TOTAL</b>	<b>\$</b>	<b>98,400,000</b>

### **OTHER INSURANCE**

Following good business practice and conforming to the laws of the State of New Jersey and the Commonwealth of Pennsylvania, the Commission carries additional insurance to that which is required by the Bridge System Revenue Bond Resolution. Among this additional coverage is a \$20 million Public Officials Liability insurance including excess coverage.

## ***SCHEDULE OF INSURANCE***

### **III. CONCLUSIONS AND RECOMMENDATIONS FOR 2021**

In general the Commission's overall insurance coverage is adequately provided; however, the amounts of the following coverage's should be adjusted:

- The Use and Occupancy Insurance should be adjusted to reflect the estimated 2021 anticipated revenues in conformance with the Bridge System Revenue Bond Resolutions.
- The Blanket Building and Contents Insurance should be adjusted as necessary to reflect the 2021 estimated property replacement values published above.

## ***GLOSSARY OF TERMS***

## **PAINT CONDITION RATINGS**

- EXCELLENT** - No problems noted.
- GOOD** - Some minor problems, but paint is sound and functioning as intended to protect the metal surfaces.
- SATISFACTORY** - Surface or freckled rust has formed or is forming. The paint system may be chalking, peeling or showing signs of paint distress, but there is no exposure of metal.
- FAIR** - Surface or freckled rust is prevalent. There may be exposed metal and/or beginning signs of active corrosion, but there is little to no section loss of steel members.
- POOR** - The overall paint system has failed which has consequently caused corrosion and significant section loss to steel members. Exposed metal and/or corrosion are typical throughout the bridge. A new paint system is required.

NOTE: Paint system ratings for a bridge will be an overall condition. Although localized areas may exhibit a better or worse condition, the rating encompasses the majority of the bridge paint system for the entire bridge.

## **BRIDGE CONDITION RATINGS**

<b><u>EXCELLENT</u></b> -	New bridge.
<b><u>VERY GOOD</u></b> -	No problems noted.
<b><u>GOOD</u></b> -	Some minor problems.
<b><u>SATISFACTORY</u></b> -	Some minor deterioration of structural elements.
<b><u>FAIR</u></b> -	Minor section loss, deterioration, spalling and/or scour of primary structural elements.
<b><u>POOR</u></b> -	Advanced section loss, deterioration, spalling and/or scour of primary structural elements.
<b><u>SERIOUS</u></b> -	Seriously deteriorated primary structural elements.
<b><u>CRITICAL</u></b> -	Facility should be closed until repairs are performed.
<b><u>IMMINENT FAILURE</u></b> -	Facility is closed. Study of repairs is feasible.
<b><u>FAILED</u></b> -	Facility is closed and beyond repair.

*NOTE: The condition ratings above are used to describe the existing, in-place bridge as compared to its as-built condition or its posted weight restriction. These ratings provide an overall characterization of the general condition of the entire bridge. These ratings do not describe a localized or nominally occurring instance of deterioration or disrepair or reflect structural or geometric adequacy.*

**FUNCTIONALLY OBSOLETE** A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded. *(Due to recent Federal changes, this category is no longer being tracked and reported,)*

**STRUCTURALLY DEFICIENT** A highway bridge is classified as structurally deficient if the deck, superstructure or substructure is rated in “poor” condition. *(Due to recent Federal changes to the definition, a bridge is no longer classified as structurally deficient based on load carrying capacity or waterway opening,)*

## **COST ESTIMATING**

The costs associated with the repairs and rehabilitation for various elements at the bridge facilities are estimated based upon the following criteria as applicable or available:

- 1) **BID PRICES**: Quantities are developed during routine inspections for the appropriate repair (square foot, cubic yard, etc.). A unit cost is developed using standard bid items most resembling the repair. Inflation, if required, is used to increase unit costs for repair next year.
- 2) **COMMISSION PERSONNEL/HISTORY**: Maintenance staff are interviewed about the materials and length of time required for certain repairs. Maintenance staff are also asked about previous work relating to the proposed work and the costs relating to them. Depending on the year and extent of the previous work, the proposed costs are adjusted accordingly.
- 3) **EXPERIENCE**: Some of the proposed repairs/rehabilitation cannot be accurately quantified and no previous related work is available. Costs are then developed based upon experience of similar tasks. A length of time to complete the job is assumed and costs are approximated.

NOTE: Cost Estimates for major rehabilitation work include a 20% increase in cost to account for engineering services to prepare the contract documents and supervise construction.

## ***BRIDGE LIST***



**DRJTBC Bridge List**  
**(56 Structures, 5 under Construction)**

Bridge Name	DRJTBC Bridge ID Number	Structure Type	Municipality		Structurally Deficient	Functionally Obsolete	No. Of Spans	Structure Length (FT - IN)
<b>Trenton - Morrisville Toll Bridge</b>	<b>20</b>	<b>Steel Multi-Girder</b>	PA	NJ				
US Route 1 over Washington Street (PA)	28	Steel Multi-Girder	Morrisville Boro	Trenton City	No	No	12	1324'-6"
US Route 1 over South Pennsylvania Avenue (PA)	29	Steel Multi-Girder		-	No	No	1	56'-9"
Ramp IY over Bridge Street (NJ)	23	Steel Multi-Girder		-	No	Yes	1	67'-7"
US Route 1 over Union Street (NJ)	25	Steel Multi-Girder	-		No	No	3	137'-2"
Ramp N over Union Street (NJ)	30	Steel Multi-Girder	-		No	No	1	78'-8 1/4"
Centre Street over US Route 1 (NJ)	26	P/S Concrete Girder	-		No	No	2	183'-2"
Broad Street over US Route 1 (NJ)	27	Riveted Steel Plate Girder	-		No	Yes	3	172'-0"
US Route 1 over Ramp N (NJ)	22	Steel Multi-Girder	-		No	Yes	1	95'-3"
US Route 1 over NJ Route 29 Northbound (NJ)	21	Steel Multi-Girder	-		No	No	1	82'-0"
Ramp Y over NJ Route 29 (NJ)	24	P/S Concrete Spread Box Beams	-		No	Yes	1	81'-1"
Ramp C over NJ Route 29 Northbound (NJ)	31	Steel Multi-Girder	-		No	Yes	3	118'-0"
<b>Lower Trenton Toll-Supported Bridge</b>	<b>40</b>	<b>Subdivided Warren Truss</b>			No	No	4	286'-0"
Calhoun Street Toll-Supported Bridge	60	Iron Phoenix Truss	Morrisville Boro	Trenton City	No	No	5	1021'-7"
Scudder Falls Toll Bridge Westbound	80	Riveted Steel 2 Girder/Floorbeam/Stringer	Morrisville Boro	Trenton City	No	Yes	7	1273'-3"
<b>Scudder Falls Toll Bridge Eastbound*</b>	<b>85</b>	<b>Riveted Steel 2 Girder/Floorbeam/Stringer</b>	Lower Makefield Twp	Ewing Twp	No	No	7	1834'-0"
I-295 WB over PA Canal (PA)	81	P/S Concrete Girder	Lower Makefield Twp	Ewing Twp	No	No	7	1834'-0"
<b>I-295 EB over PA Canal (PA)*</b>	<b>82</b>	<b>P/S Concrete Girder</b>		-	No	No	1	117'-0"
I-295 WB over Taylorsville Road (PA)	83	Steel Multi-Girder		-	No	No	1	117'-0"
<b>I-295 EB over Taylorsville Road (PA)*</b>	<b>84</b>	<b>Steel Multi-Girder</b>		-	No	No	1	107'-9"
<b>Pedestrian/Bike Bridge to PA Canal Towpath(PA)*</b>	<b>88</b>	<b>Steel Multi-Girder</b>		-	No	No	1	107'-9"
<b>Pedestrian/Bike Bridge to D&amp;R Canal Towpath (NJ)*</b>	<b>89</b>	<b>Steel Multi-Girder</b>		-	No	No	5	355'
<b>Washington Crossing Toll-Supported Bridge</b>	<b>100</b>	<b>Double Warren Truss</b>			No	No		
New Hope - Lambertville Toll-Supported Bridge	120	Pratt Truss	Upper Makefield Twp	Hopewell Twp	No	Yes	6	876'-7"
New Hope - Lambertville Toll Bridge	140	Steel 2 Girder/Floorbeam/Stringer	New Hope Boro	Lambertville City	No	Yes	6	1055'-9"
US Route 202 over PA Route 32 (PA)	142	Concrete Rigid Frame	Solebury Twp	Delaware Twp	No	No	10	1690'-0"
US Route 202 over NJ Route 29 (NJ)	141	Steel Multi-Girder		-	No	No	1	93'-0"
<b>Centre Bridge - Stockton Toll-Supported Bridge</b>	<b>160</b>	<b>Riveted Steel Warren Truss</b>			No	No	3	187'-0"
Upper York Road over Pennsylvania Canal (PA)	161	P/S Concrete Adjacent Box Beams	Solebury Twp	Stockton Boro	No	Yes	6	824'-10"
Lumberville - Raven Rock Toll-Supported Pedestrian Bridge	180	Suspension	Solebury Twp	Delaware Twp	No	Yes	1	67'-0"
Uhlerstown - Frenchtown Toll-Supported Bridge	220	Riveted Steel Warren Truss	Tinicum Twp	Frenchtown Boro	N/A	N/A	4	692'-3"
Upper Black Eddy - Milford Toll-Supported Bridge	240	Warren Truss	Bridgeton Twp	Milford Boro	No	Yes	6	950'-10"
Riegelsville Toll Supported Bridge	260	Suspension	Durham Twp	Pohatcong Twp	No	Yes	3	699'-9 1/4"

## DRJTBC Bridge List (56 Structures, 5 under Construction)

Bridge Name	DRJTBC Bridge ID Number	Structure Type	Municipality		Structurally Deficient	Functionally Obsolete	No. Of Spans	Structure Length (FT - IN)
Interstate 78 Toll Bridge Westbound	275	Steel Multi-Girder	PA	NJ	No	No	7	1226'-0"
Interstate 78 Toll Bridge Eastbound	270	Steel Multi-Girder	Williams Twp	Phillipsburg Twp	No	No	7	1226'-0"
Morgan Hill Road over I-78 (PA)	273	P/S Concrete Spread Box Beams	Williams Twp	-	No	No	2	214'-0"
Cedarville Road over I-78 (PA)	274	P/S Concrete I-Beams	-	-	No	No	4	314'-0"
I-78 over PA Route 611 Westbound (PA)	276	P/S Concrete Spread Box Beams	-	-	No	No	3	201'-6"
I-78 over PA Route 611 Eastbound (PA)	277	P/S Concrete Spread Box Beams	-	-	No	No	3	203'-9"
Carpentersville Road over I-78 (NJ)	278	Steel Multi-Girder	-	-	No	No	2	207'-0"
Edge Road over I-78 (NJ)	279	Steel Multi-Girder	-	-	No	No	2	276'-0"
I-78 Westbound over NJ Route 519 (NJ)	271	Steel Multi-Girder	-	-	No	No	2	237'-10"
I-78 Eastbound over NJ Route 519 (NJ)	281	Steel Multi-Girder	-	-	No	No	2	236'-5"
I-78 Westbound over Ramp C (NJ)	282	Steel Multi-Girder	-	-	No	No	1	112'-6"
I-78 Eastbound over Ramp C (NJ)	283	Steel Multi-Girder	-	-	No	No	1	116'-11"
Ramp A over Service Road (PA)	272	P/S Concrete Adjacent Box Beams	-	-	N/A	N/A	1	47'-0"
Northampton Street Toll-Supported Bridge	280	Cantilever Truss	Easton City	Phillipsburg Twp	No	Yes	3	556'-0"
Easton - Phillipsburg Toll Bridge	300	Petit Thru-Truss	Easton City	Phillipsburg Twp	No	Yes	1	543'-8"
US Route 22 over Broad Street (NJ)	301	Riveted Steel 3 Girder/Floorbeam/Stringer	-	-	No	Yes	5	431'-4"
US Route 22 over Third Street (PA)	303	Steel Multi-Girder	-	-	No	Yes	1	86'-0"
US Route 22 over Pedestrian Tunnel (PA)	305	Reinforced Concrete Box Culvert	-	-	N/A	N/A	1	10'-0"
US Route 22 over Bank Street (PA)	304	Steel Multi-Girder	-	-	No	Yes	3	123'-7"
US Route 22 over PA Route 611 (PA)	302	Steel Multi-Girder	-	-	No	Yes	1	43'-4"
Riverton - Belvidere Toll-Supported Bridge	320	Riveted Steel Double Warren Truss	Lower Mount Bethel Twp	Belvidere Twp	No	Yes	4	652'-5"
Portland - Columbia Toll Bridge	340	Riveted Steel Multi-Girder	Portland Boro	Knowlton Twp	No	No	10	1309'-0"
Ramp over US Route 46 (NJ)	341	Riveted Steel Multi-Girder	-	-	No	Yes	1	100'-1"
Locust Street over US Route 46 (NJ)	342	Steel Multi-Girder	-	-	No	No	4	173'-0"
Portland - Columbia Toll-Supported Pedestrian Bridge	360	Steel Thru-Deck Girder	Portland Boro	Knowlton Twp	N/A	N/A	4	774'-0"
Delaware Water Gap Toll Bridge Eastbound	380	Riveted Steel Multi-Girder	Delaware Water Gap Boro	Hardwick Twp	No	Yes	17	2466'-10"
Delaware Water Gap Toll Bridge Westbound	390	Riveted Steel Multi-Girder	Delaware Water Gap Boro	Hardwick Twp	No	Yes	16	2402'-6"
Milford - Montague Toll Bridge	400	Steel Deck Truss	Dingman Twp	Montague Twp	No	Yes	4	1154'-0"

Legend:

Main River Bridge Crossings

\* Bridge currently under construction

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **FINANCE**

The following Pages reflect the reports on those items assigned to the Engineering Department. Each item is reported separately and page numbered accordingly.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
<b>Accounting</b>	<b>Status of Cash Balances at February 28, 2021</b>	<b>1</b>
<b>Accounting</b>	<b>Status of Bond Retirement at February 28, 2021</b>	<b>2</b>
<b>Accounting</b>	<b>Status of Investments at February 28, 2021</b>	<b>3-6</b>
<b>Accounting</b>	<b>Status of Toll Traffic and Revenue &amp; Toll Supported Traffic Month of February 2021 Compared with Month of February 2020</b>	<b>7-22</b>
<b>Accounting</b>	<b>Statistical Summary of Expenditures on Toll Bridges and Toll Supported Bridges Accounts for the Period February 1, 2021 through February 28, 2021</b>	<b>23-31</b>
<b>Accounting</b>	<b>Statement of Revenue and Expenses: Two Months Period ending February 28, 2021</b>	<b>32</b>

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**There follows Cash Balances of the Commission at February 28, 2021 for the information and review of the Members:**

## **COMMISSION CASH DEPOSITS**

Wells Fargo Bank, N. A.

Revenue Fund	8,587,432
Payroll Fund	134,851
Insurance Clearing Account	750,000
<b>TOTAL</b>	<b>\$ 9,472,283</b>

## **CASH DEPOSIT GUARANTEES**

<b>Wells Fargo Bank</b>	<b>PA ACT 72</b>	<b>FULL BALANCE</b>
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**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**STATUS OF BRIDGE REVENUE BONDS AT FEBRUARY 28, 2021**

	SERIES 2012A			SERIES 2015			SERIES 2017			SERIES 2019A			SERIES 2019B			Total	
Maturity	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Average Yield	Remaining Outstanding
7/1/2012																	
7/1/2013	0.35%	4,435,000	4,435,000														
7/1/2014		N/A															
7/1/2015		N/A															
7/1/2016	0.85%	1,030,000	1,030,000														
7/1/2017	1.09%	1,065,000	1,065,000														
7/1/2018	1.33%	1,100,000	1,100,000														
7/1/2019	1.61%	1,145,000	1,145,000	0	2,410,000	2,410,000											
7/1/2020	1.90%	1,195,000	1,195,000	1.62%	2,540,000	2,540,000	1.00%	945,000	945,000	1.17%	505,000	505,000	1.17%	6,015,000	6,015,000		-
7/1/2021	2.14%	6,825,000		1.86%	2,540,000		1.00%	875,000		1.20%	435,000		1.20%	5,945,000		1.68%	16,620,000
7/1/2022	2.33%	4,000,000		2.10%	2,695,000		1.81%	1,740,000		1.23%	455,000		1.23%	6,255,000		1.74%	15,145,000
7/1/2022	2.33%	3,165,000								0.00%						2.33%	3,165,000
7/1/2023	2.50%	7,445,000		2.34%	2,795,000		2.03%	1,865,000		1.25%	480,000		1.25%	6,565,000		1.97%	19,150,000
7/1/2024	2.60%	7,815,000	7,815,000	2.43%	2,935,000		2.31%	1,970,000		1.31%	8,015,000		1.31%	6,830,000		1.58%	19,750,000
7/1/2025	2.67%	8,205,000	8,205,000	2.55%	3,015,000		2.52%	1,070,000		1.40%	8,170,000		1.40%	7,195,000		1.64%	19,450,000
7/1/2026	2.73%	5,000,000	5,000,000	2.73%	3,180,000					1.49%	8,585,000		1.49%	7,515,000		1.69%	19,280,000
7/1/2026	3.01%	3,620,000	3,620,000														-
7/1/2027	3.06%	7,015,000	7,015,000	3.10%	4,540,000		2.80%	20,000		1.59%	5,800,000		1.59%	7,880,000		1.97%	18,240,000
7/1/2027	3.12%	2,000,000														3.12%	2,000,000
7/1/2028	3.17%	9,355,000	9,355,000	3.28%	3,380,000		2.95%	35,000		1.69%	9,410,000		1.69%	8,300,000		1.95%	21,125,000
7/1/2029	3.21%	1,345,000		3.04%	3,480,000	3,480,000	3.08%	8,380,000		1.77%	3,725,000		1.77%	8,670,000		2.35%	22,120,000
7/1/2030	3.27%	1,385,000		3.10%	3,670,000	3,670,000	3.19%	8,845,000		1.85%	3,930,000		1.85%	9,045,000		2.45%	23,205,000
7/1/2031		N/A		3.14%	3,785,000	3,785,000	3.27%	10,765,000		1.91%	4,055,000		1.91%	9,520,000		2.51%	24,340,000
7/1/2032		N/A		3.55%	545,000		3.35%	14,735,000		1.97%	725,000		1.97%	9,995,000		2.79%	26,000,000
7/1/2033		N/A		3.56%	10,595,000		3.41%	15,715,000		2.09%	760,000					3.43%	27,070,000
7/1/2034		N/A		3.60%	11,020,000		3.47%	16,500,000		2.16%	800,000					3.48%	28,320,000
7/1/2035		N/A		3.64%	11,460,000		3.52%	17,325,000		2.21%	835,000					3.53%	29,620,000
7/1/2036		N/A		3.73%	11,920,000		3.56%	18,190,000		2.25%	880,000					3.59%	30,990,000
7/1/2037		N/A			N/A		3.59%	22,015,000		2.29%	925,000					3.54%	22,940,000
7/1/2038		N/A			N/A		3.64%	23,115,000		2.32%	970,000					3.59%	24,085,000
7/1/2039		N/A			N/A		3.64%	24,270,000		2.35%	1,020,000					3.59%	25,290,000
7/1/2040		N/A			N/A		3.64%	25,485,000		2.50%	1,070,000					3.59%	26,555,000
7/1/2041		N/A			N/A		3.64%	26,760,000		2.50%	1,125,000					3.59%	27,885,000
7/1/2042		N/A			N/A		3.64%	28,100,000		2.50%	1,180,000					3.59%	29,280,000
7/1/2043		N/A			N/A		3.69%	15,930,000		2.50%	1,240,000					3.60%	17,170,000
7/1/2043		N/A			N/A		4.04%	13,575,000								4.04%	13,575,000
7/1/2044		N/A			N/A		3.69%	16,590,000		2.50%	1,300,000					3.60%	17,890,000
7/1/2044		N/A			N/A		4.04%	14,255,000								4.04%	14,255,000
7/1/2045		N/A			N/A		3.69%	17,275,000		3.04%	1,365,000					3.64%	18,640,000
7/1/2045		N/A			N/A		4.04%	14,965,000								4.04%	14,965,000
7/1/2046		N/A			N/A		3.69%	17,990,000		3.04%	1,405,000					3.64%	19,395,000
7/1/2046		N/A			N/A		4.04%	15,715,000								4.04%	15,715,000
7/1/2047		N/A			N/A		3.69%	18,745,000		3.04%	1,450,000					3.64%	20,195,000
7/1/2047		N/A			N/A		4.04%	16,490,000								4.04%	16,490,000
7/1/2048										3.04%	1,490,000					3.04%	1,490,000
7/1/2049										3.04%	1,535,000					3.04%	1,535,000
		\$ 77,145,000	\$ 50,980,000		\$ 86,505,000	\$ 15,885,000		\$ 430,250,000	\$ 945,000		\$ 73,640,000	\$ 505,000		\$ 99,730,000	\$ 6,015,000		\$ 692,940,000

Footnote:

**Delaware River Joint TBC  
Purchases Report  
Sorted by Purchase Date - Maturity Date  
February 1, 2021 - February 28, 2021**

CUSIP	Investment #	Fund	Sec. Type	Issuer	Original Par Value	Purchase Date	Payment Periods	Principal Purchased	Accrued Interest at Purchase	Rate at Purchase	Maturity Date	YTM	Ending Book Value
55607KYF7	10855	01GRF	ACP	MACQUA	6,000,000.00	02/22/2021	11/15 - At Maturity	5,991,133.32		0.200	11/15/2021	0.202	5,991,366.65
57629WBV1	10856	01GRF	FAC	MASSMU	2,500,000.00	02/25/2021	04/09 - 10/09	2,741,825.00	34,000.00	3.600	04/09/2024	0.475	2,740,534.12
<b>Total Purchases</b>					<b>8,500,000.00</b>			<b>8,732,958.32</b>	<b>34,000.00</b>				<b>8,731,900.77</b>





**Delaware River Joint TBC  
Investment Classification  
Sorted by Fund - Maturity Date  
February 28, 2021**

DRJTBC

CUSIP	Investment #	Fund	Issuer	Investment Class	Par Value	YTM	Maturity Date	Market Price	Market Date	Market Value	Book Value	Reported Value
<b>Debt Service Fund</b>												
38145C752	10113	01DSF	Goldman Sachs Ila Fed Port	Amort	24,085.39	0.006		100.000	02/28/2021	24,085.39	24,085.39	24,085.39
				<b>Subtotal</b>	<b>24,085.39</b>	0.006				<b>24,085.39</b>	<b>24,085.39</b>	<b>24,085.39</b>
<b>General Reserve Fund</b>												
38145C752	10115	01GRF	Goldman Sachs Ila Fed Port	Amort	0.00	0.822		100.000	02/28/2021	0.00	0.00	0.00
PAINVEST	10050	01GRF	PA Invest	Amort	0.00			100.000	02/28/2021	0.00	0.00	0.00
PAINVEST	10462	01GRF	PA Invest	Amort	24,940,061.88	0.053		100.000	02/28/2021	24,940,061.88	24,940,061.88	24,940,061.88
80285PQ39	10836	01GRF	BANCO SANTANDER	Fair	10,000,000.00	0.230	03/03/2021	99.999	02/28/2021	9,999,910.00	9,999,872.22	9,999,910.00
20271RAP5	10758	01GRF	Commonwealth Bank Australia	Fair	5,000,000.00	2.046	03/15/2021	100.083	02/28/2021	5,004,150.00	5,000,958.67	5,004,150.00
05970RR56	10833	01GRF	BANCO SANTANDER	Fair	12,000,000.00	0.357	04/05/2021	99.993	02/28/2021	11,999,196.00	11,995,916.66	11,999,196.00
55607KRG3	10851	01GRF	Macquarie Group	Fair	7,000,000.00	0.250	04/16/2021	99.982	02/28/2021	6,998,803.00	6,997,763.87	6,998,803.00
16536HS77	10834	01GRF	Chesham Finance	Fair	10,000,000.00	0.336	05/07/2021	99.969	02/28/2021	9,996,980.00	9,993,858.33	9,996,980.00
62479LSQ9	10853	01GRF	MUFG Bank Ltd	Fair	5,000,000.00	0.250	05/24/2021	99.976	02/28/2021	4,998,845.00	4,997,083.34	4,998,845.00
12828Y20	10769	01GRF	U.S. Treasury	Fair	7,800,000.00	1.626	07/15/2021	100.966	02/28/2021	7,875,410.17	7,828,459.46	7,875,410.17
2254EAV91	10848	01GRF	Credit Suisse 355	Fair	7,000,000.00	0.273	08/09/2021	99.915	02/28/2021	6,994,085.00	6,991,547.50	6,994,085.00
06742VQ95	10849	01GRF	Barclays US Funding LLC	Fair	11,000,000.00	0.324	08/30/2021	99.892	02/28/2021	10,988,131.00	10,982,204.40	10,988,131.00
86960BAQ5	10679	01GRF	Svenska Handelsbanken	Fair	6,191,000.00	2.859	09/07/2021	100.837	02/28/2021	6,242,818.67	6,160,785.41	6,242,818.67
89233P5F99	10677	01GRF	TOYOTA Motor Credit CP	Fair	1,400,000.00	2.680	09/15/2021	101.675	02/28/2021	1,423,450.00	1,405,212.68	1,423,450.00
912828YP9	10842	01GRF	U.S. Treasury	Fair	6,000,000.00	0.127	10/31/2021	100.957	02/28/2021	6,057,421.86	6,055,000.00	6,057,421.86
55607KYF7	10855	01GRF	Macquarie Group	Fair	6,000,000.00	0.202	11/15/2021	99.850	02/28/2021	5,991,006.00	5,991,366.65	5,991,006.00
419792YL4	10808	01GRF	State of Hawaii	Fair	1,500,000.00	1.740	01/01/2022	102.131	02/28/2021	1,531,965.00	1,512,614.17	1,531,965.00
63254AAU2	10676	01GRF	National Australia Bank Ltd	Fair	3,200,000.00	3.096	01/10/2022	102.209	02/28/2021	3,270,688.00	3,192,250.21	3,270,688.00
78012KZG5	10678	01GRF	Royal Bank of Canada	Fair	5,000,000.00	2.698	02/01/2022	102.322	02/28/2021	5,116,100.00	5,002,206.40	5,116,100.00
678519C72	10818	01GRF	Oklahoma City, OK	Fair	2,170,000.00	0.845	03/01/2022	102.158	02/28/2021	2,216,832.94	2,210,919.43	2,216,832.94
57629WCD0	10681	01GRF	Mass Mutual Global	Fair	5,000,000.00	2.599	04/13/2022	102.476	02/28/2021	5,123,800.00	4,994,662.09	5,123,800.00
64952WCS0	10801	01GRF	New York Life Global	Fair	1,000,000.00	1.729	06/10/2022	102.596	02/28/2021	1,025,960.00	1,007,089.12	1,025,960.00
961214DQ3	10766	01GRF	WestPac Banking Corp	Fair	6,000,000.00	1.860	06/28/2022	102.983	02/28/2021	6,178,980.00	6,049,357.00	6,178,980.00
961214DQ3	10776	01GRF	WestPac Banking Corp	Fair	8,416,000.00	1.945	06/28/2022	102.983	02/28/2021	8,667,049.28	8,475,973.86	8,667,049.28
57629WBR0	10799	01GRF	Mass Mutual Global	Fair	2,260,000.00	1.730	10/17/2022	103.619	02/28/2021	2,341,789.40	2,287,550.55	2,341,789.40
59217GAX7	10800	01GRF	METLIFE	Fair	1,000,000.00	1.764	01/10/2023	105.052	02/28/2021	1,050,520.00	1,022,272.18	1,050,520.00
3134GV5M6	10823	01GRF	Federal Home Loan Mtg Corp	Fair	3,510,000.00	0.400	07/14/2023	100.123	02/28/2021	3,514,317.30	3,510,000.00	3,514,317.30
3136G46A6	10841	01GRF	Federal National Mtg Assn	Fair	8,000,000.00	0.299	10/27/2023	100.007	02/28/2021	8,000,560.00	8,000,000.00	8,000,560.00
010411CQ7	10806	01GRF	State of Alabama	Fair	1,475,000.00	1.730	11/01/2023	106.655	02/28/2021	1,573,161.25	1,530,801.94	1,573,161.25
57629WBV1	10856	01GRF	Mass Mutual Global	Fair	2,500,000.00	0.475	04/09/2024	109.437	02/28/2021	2,735,925.00	2,740,534.12	2,735,925.00

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**Delaware River Joint TBC  
Investment Classification  
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CUSIP	Investment #	Fund	Issuer	Investment Class	Par Value	YTM	Maturity Date	Market Price	Market Date	Market Value	Book Value	Reported Value
<b>General Reserve Fund</b>												
3136G4D75	10825	01GRF	Federal National Mtg Assn	Fair	2,500,000.00	0.599	07/29/2025	99.594	02/28/2021	2,489,850.00	2,500,000.00	2,489,850.00
				<b>Subtotal</b>	<b>172,862,061.88</b>	0.881				<b>174,347,766.75</b>	<b>173,376,322.14</b>	<b>174,347,766.75</b>
<b>Operating Fund</b>												
38145C752	10108	01OF	Goldman Sachs Ila Fed Port	Amort	6,427,328.65	0.006		100.000	02/28/2021	6,427,328.65	6,427,328.65	6,427,328.65
				<b>Subtotal</b>	<b>6,427,328.65</b>	0.006				<b>6,427,328.65</b>	<b>6,427,328.65</b>	<b>6,427,328.65</b>
<b>Reserve Maintenance Fund</b>												
38145C752	10106	01RMF	Goldman Sachs Ila Fed Port	Amort	11,529,377.90	0.006		100.000	02/28/2021	11,529,377.90	11,529,377.90	11,529,377.90
				<b>Subtotal</b>	<b>11,529,377.90</b>	0.006				<b>11,529,377.90</b>	<b>11,529,377.90</b>	<b>11,529,377.90</b>
<b>Scudder Falls Insurance Reserv</b>												
38145C752	10506	01SFIR	Goldman Sachs Ila Fed Port	Amort	185.92	0.001		100.000	02/28/2021	185.92	185.92	185.92
9127964N6	10838	01SFIR	U.S. Treasury	Fair	4,066,000.00	0.060	03/18/2021	99.999	02/28/2021	4,065,959.34	4,065,884.80	4,065,959.34
				<b>Subtotal</b>	<b>4,066,185.92</b>	0.060				<b>4,066,145.26</b>	<b>4,066,070.72</b>	<b>4,066,145.26</b>
<b>Construction Fund 2019A</b>												
38145C752	10713	06CF19A	Goldman Sachs Ila Fed Port	Amort	0.00	1.231		100.000	02/28/2021	0.00	0.00	0.00
PAINVEST	10752	06CF19A	PA Invest	Amort	11,972,807.19	0.053		100.000	02/28/2021	11,972,807.19	11,972,807.19	11,972,807.19
53948AQB0	10824	06CF19A	Lloyd Bank Corp	Fair	7,000,000.00	0.358	03/11/2021	99.996	02/28/2021	6,999,783.00	6,999,316.51	6,999,783.00
86960BAL6	10726	06CF19A	Svenska Handelsbanken	Fair	3,000,000.00	2.086	03/30/2021	100.175	02/28/2021	3,005,250.00	3,000,858.28	3,005,250.00
55607KRG3	10852	06CF19A	Macquarie Group	Fair	3,000,000.00	0.250	04/16/2021	99.982	02/28/2021	2,999,487.00	2,999,041.66	2,999,487.00
85324TRN8	10839	06CF19A	Standard Chart	Fair	5,600,000.00	0.243	04/22/2021	99.977	02/28/2021	5,598,712.00	5,598,058.66	5,598,712.00
037833AR1	10717	06CF19A	Apple Inc	Fair	2,500,000.00	1.909	05/06/2021	100.483	02/28/2021	2,512,075.00	2,504,150.20	2,512,075.00
40588LSE0	10835	06CF19A	Halkin Fin LLC	Fair	10,000,000.00	0.305	05/14/2021	99.965	02/28/2021	9,996,530.00	9,993,833.33	9,996,530.00
90327QCY3	10728	06CF19A	USAA CAP CORP	Fair	2,330,000.00	2.017	06/01/2021	100.447	02/28/2021	2,340,415.10	2,329,894.35	2,340,415.10
01306MT75	10837	06CF19A	Alberta Province	Fair	3,000,000.00	0.222	06/07/2021	99.965	02/28/2021	2,998,953.00	2,998,203.33	2,998,953.00
53948AU25	10840	06CF19A	Lloyd Bank Corp	Fair	6,000,000.00	0.273	07/02/2021	99.943	02/28/2021	5,996,604.00	5,994,465.00	5,996,604.00
64952WDA8	10719	06CF19A	New York Life Global	Fair	2,000,000.00	2.076	08/06/2021	101.304	02/28/2021	2,026,080.00	2,009,851.11	2,026,080.00
2254EAV91	10847	06CF19A	Credit Suisse 355	Fair	3,000,000.00	0.273	08/09/2021	99.915	02/28/2021	2,997,465.00	2,996,377.50	2,997,465.00
06742VQ95	10850	06CF19A	Barclays US Funding LLC	Fair	5,000,000.00	0.324	08/30/2021	99.892	02/28/2021	4,994,605.00	4,991,911.09	4,994,605.00
9127964L0	10846	06CF19A	U.S. Treasury	Fair	2,000,000.00	0.112	09/09/2021	99.976	02/28/2021	1,999,528.80	1,998,813.87	1,999,528.80
912828YP9	10844	06CF19A	U.S. Treasury	Fair	3,000,000.00	0.127	10/31/2021	100.957	02/28/2021	3,028,710.93	3,027,500.00	3,028,710.93
3130AABG2	10845	06CF19A	Federal Home Loan Bank	Fair	1,330,000.00	0.132	11/29/2021	101.322	02/28/2021	1,347,582.60	1,347,235.57	1,347,582.60
771196BM3	10725	06CF19A	ROCHE HLDGS INC	Fair	3,000,000.00	2.049	01/28/2022	101.233	02/28/2021	3,036,990.00	2,992,092.61	3,036,990.00
78012KZG5	10720	06CF19A	Royal Bank of Canada	Fair	1,500,000.00	2.057	02/01/2022	102.322	02/28/2021	1,534,830.00	1,509,241.84	1,534,830.00
912828YF1	10843	06CF19A	U.S. Treasury	Fair	1,000,000.00	0.143	09/15/2022	102.132	02/28/2021	1,021,328.13	1,020,868.49	1,021,328.13
166764AH3	10854	06CF19A	Chevron Corp	Fair	2,500,000.00	0.319	06/24/2023	105.943	02/28/2021	2,648,575.00	2,649,008.84	2,648,575.00

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Delaware River Joint TBC  
Investment Classification  
February 28, 2021

CUSIP	Investment #	Fund	Issuer	Investment Class	Par Value	YTM	Maturity Date	Market Price	Market Date	Market Value	Book Value	Reported Value
				<b>Subtotal</b>	<b>78,732,807.19</b>	0.559				<b>79,056,311.75</b>	<b>78,933,529.43</b>	<b>79,056,311.75</b>
<b>Debt Service Reserve Fund 2012</b>												
38145C752	10260	06DSRF12A	Goldman Sachs IIa Fed Port	Amort	2,871,272.00	0.006	100.000	02/28/2021		2,871,272.00	2,871,272.00	<b>2,871,272.00</b>
				<b>Subtotal</b>	<b>2,871,272.00</b>	0.006				<b>2,871,272.00</b>	<b>2,871,272.00</b>	<b>2,871,272.00</b>
<b>Debt Service Reserve Fund 2015</b>												
38145C752	10349	06DSRF15	Goldman Sachs IIa Fed Port	Amort	12,757,183.86	0.006	100.000	02/28/2021		12,757,183.86	12,757,183.86	<b>12,757,183.86</b>
				<b>Subtotal</b>	<b>12,757,183.86</b>	0.006				<b>12,757,183.86</b>	<b>12,757,183.86</b>	<b>12,757,183.86</b>
<b>Debt Service Reserve Fund 2017</b>												
38145C752	10425	06DSRF17	Goldman Sachs IIa Fed Port	Amort	30,634,564.66	0.006	100.000	02/28/2021		30,634,564.66	30,634,564.66	<b>30,634,564.66</b>
				<b>Subtotal</b>	<b>30,634,564.66</b>	0.006				<b>30,634,564.66</b>	<b>30,634,564.66</b>	<b>30,634,564.66</b>
<b>Debt Service Reserve Fund 19A</b>												
38145C752	10712	06DSRF19A	Goldman Sachs IIa Fed Port	Amort	3,850,583.86	0.006	100.000	02/28/2021		3,850,583.86	3,850,583.86	<b>3,850,583.86</b>
				<b>Subtotal</b>	<b>3,850,583.86</b>	0.006				<b>3,850,583.86</b>	<b>3,850,583.86</b>	<b>3,850,583.86</b>
				<b>Total</b>	<b>323,755,451.31</b>	0.609				<b>325,564,620.08</b>	<b>324,470,318.61</b>	<b>325,564,620.08</b>

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**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**  
**TOLL TRAFFIC AND REVENUE STATISTICS (February, 2021)**

**Summary:** The Commission experienced a decrease in total toll revenue for February 2021 in comparison to the February 2020 traffic and revenue statistics. Total toll traffic also reflected a decrease for the month. It should be noted that 2020 was a leap year. As a result, there was one additional traffic day for February 2020.

**Analysis of February 2021 / February 2020 toll revenue data comparison:**

- An overall toll revenue decrease of 15.97 percent was recorded at the Commission's eight toll bridges for the month of February.
- Commercial-vehicle toll revenue reflected an 8.80 percent decrease.
- Passenger-vehicle toll revenue generated a 34.52 percent decrease.

**Analysis of February 2021 / February 2020 traffic data comparison:**

- Total toll traffic decreased by 1,117,733 vehicles, or 30.63 percent for the month.
- Commercial-vehicle traffic decreased by 42,120 vehicles, or 8.35 percent.
- Passenger-vehicle toll traffic decreased by 1,075,613 vehicles, or 34.21 percent.
- Average daily toll traffic for the Commission's eight toll bridges for February 2021 was 90,400 total vehicles as compared to the 125,826 total vehicles recorded on the toll bridges in February 2020.
- Total recorded westbound traffic volume at the Commission's toll supported bridges for February 2021 decreased by 439,327 vehicles, or 26.6 percent as compared to February 2020. Average daily westbound traffic on the toll supported bridges was 43,289 vehicles in February 2021 as compared to 56,945 vehicles in February 2020.

**Traffic analysis for 2021 YTD:**

- Total YTD toll traffic for the eight toll bridges is reflecting a 25.43 percent decrease for the first two months of 2021 as compared to the same two-month period in 2020.
- Westbound traffic on the ten toll supported bridges is reflecting a 19.4 percent decrease through the first two months of 2021 as compared to 2020.

## **REGION REVIEW:**

### **Southern Region**

Total toll traffic at Trenton-Morrisville (TM) reflected a 32.04 percent decrease for February 2021 when compared to February 2020 as the result of the decrease of 238,919 cars and the increase of 762 trucks. The Scudder Falls Bridge recorded a decrease of 47.37 in total toll traffic for February 2021 as compared to February 2020 as the result of the combined decreases of 300,350 passenger vehicles and 2,838 trucks. At New Hope-Lambertville (NHL), combined decreases of 57,924 cars and 156 trucks generated an overall decrease of 42.98 percent in total toll traffic for February 2021 as compared to February 2020.

### **Central Region**

The I-78 Toll Bridge recorded a decrease of 27.16 percent in total toll traffic for the month of February 2021 when compared to February 2020 as the result of decreases of 208,754 cars and 25,895 trucks. At the Easton-Phillipsburg (EP) Toll Bridge, the combined decreases of 105,239 passenger vehicles and 3,534 trucks resulted in a 27.11 percent decrease in total toll traffic for February 2021 as compared to February 2020.

### **Northern Region**

Portland-Columbia (PC) recorded a 29.59 percent decrease in total toll traffic during February 2021 compared to February 2020 as a result of the decreases of 26,579 automobiles and 1,250 trucks. At the Delaware Water Gap (DWG) Toll Bridge, the decrease of 118,391 passenger vehicles combined with the decrease of 9,732 trucks to generate an overall decrease of 18.70 percent in total toll traffic for February 2021 when compared to February 2020. At Milford-Montague (MM), the decrease of 19,457 passenger vehicles and the increase of 523 trucks produced a 21.95 percent decrease in total toll traffic for February 2021 as compared to February 2020.

**E-ZPass Penetration Rates**

The table below provides a comparison of the *E-ZPass* penetration rates for the Commission's eight (8) toll bridges for the months of February, 2021 and February, 2020, and the year-to-date periods ending February 28, 2021 and February 29, 2020.

		<b><i>E-ZPass</i> PENETRATION RATES</b>					
		<b>FEB. 2021</b>	<b>FEB. 2020</b>	<b>Change in Monthly Percentage</b>	<b>YTD 2021</b>	<b>YTD 2020</b>	<b>Change in YTD Percentage</b>
<b>All Toll Bridges</b>	Cars	76.82	76.33	0.49	76.49	76.29	0.20
	Trucks	93.37	91.65	1.72	93.29	91.64	1.65
	<b>Total</b>	79.84	78.45	1.39	79.50	78.44	1.06
<b>Trenton - Morrisville</b>	Cars	71.07	70.13	0.94	70.86	70.37	0.49
	Trucks	93.47	91.74	1.73	93.11	91.62	1.49
	<b>Total</b>	73.87	71.95	1.92	73.61	72.17	1.44
<b>Scudder Falls</b>	Cars	90.52	91.72	-1.20	90.70	91.93	-1.23
	Trucks	87.85	85.59	2.26	88.11	85.82	2.29
	<b>Total</b>	90.27	91.39	-1.12	90.47	91.59	-1.12
<b>New Hope - Lambertville</b>	Cars	87.56	86.90	0.66	87.41	86.96	0.45
	Trucks	93.40	90.09	3.31	92.36	90.24	2.12
	<b>Total</b>	88.17	87.10	1.07	87.89	87.16	0.73
<b>I-78</b>	Cars	76.25	75.01	1.24	75.57	74.65	0.92
	Trucks	94.44	92.81	1.63	94.37	92.75	1.62
	<b>Total</b>	82.83	80.23	2.60	82.20	80.02	2.18
<b>Easton - Phillipsburg</b>	Cars	73.40	72.17	1.23	73.01	72.14	0.87
	Trucks	88.18	86.24	1.94	88.09	86.29	1.80
	<b>Total</b>	74.39	72.98	1.41	74.04	72.97	1.07
<b>Portland - Columbia</b>	Cars	67.46	64.79	2.67	67.43	64.72	2.71
	Trucks	92.01	90.46	1.55	91.30	90.91	0.39
	<b>Total</b>	69.42	66.58	2.84	69.40	66.65	2.75
<b>Delaware Water Gap</b>	Cars	76.34	72.46	3.88	75.60	72.14	3.46
	Trucks	93.81	92.28	1.53	93.84	92.37	1.47
	<b>Total</b>	79.61	75.75	3.86	79.07	75.57	3.50
<b>Milford - Montague</b>	Cars	70.05	66.26	3.79	69.63	66.19	3.44
	Trucks	89.51	85.26	4.25	89.53	84.78	4.75
	<b>Total</b>	70.90	66.80	4.10	70.48	66.75	3.73

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

ALL TOLL BRIDGES

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBUARY 2021

JANUARY 1, 2020 FEBUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBUARY 2021 28 DAYS		MONTH OF FEBUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
6,409,814	\$ 6,877,916.15	4,560,929	\$ 4,841,837.60	Passenger	2,068,686	\$ 2,194,133.60	3,144,299	\$ 3,375,560.35
-	(314,914.35)	-	(202,428.13)	Discounts *	-	(102,854.25)	-	(181,757.60)
6,409,814	\$ 6,563,001.80	4,560,929	\$ 4,639,409.47	TOTAL PASSENGER	2,068,686	\$ 2,091,279.35	3,144,299	\$ 3,193,802.75
195,724	1,279,787.35	194,840	1,274,953.00	2-Axle Trucks	94,252	617,173.65	95,566	624,510.65
70,099	835,998.65	64,620	772,665.37	3-Axle Trucks	31,505	375,958.67	34,582	412,717.56
93,234	1,475,179.50	69,493	1,095,996.70	4-Axle Trucks	29,670	467,781.00	46,055	728,481.80
664,006	13,056,217.98	651,408	12,822,152.03	5-Axle Trucks	299,506	5,897,935.58	317,492	6,243,177.13
22,071	512,304.15	17,520	407,880.75	6-Axle Trucks	7,379	171,390.60	10,761	249,615.15
416	12,564.13	484	14,879.31	7-Axle Trucks	213	6,593.88	189	5,686.58
-	-	-	-	Permits	-	-	-	-
1,045,550	\$ 17,172,051.76	998,365	\$ 16,388,527.16	TOTAL TRUCKS	462,525	\$ 7,536,833.38	504,645	\$ 8,264,188.87
7,455,364	\$ 23,735,053.56	5,559,294	\$ 21,027,936.63	TOTAL TOLL VEHICLES	2,531,211	\$ 9,628,112.73	3,648,944	11,457,991.62
124,256	\$ 395,584.23	94,225	\$ 356,405.71	DAILY AVERAGE	90,400	\$ 343,861.17	125,826	\$ 395,103.16
YTD Rate Change with SFB Traffic				MTD Rate Change Traffic				
Traffic (toll)		-25.43%		Traffic (toll)		-30.63%		
Autos		-28.84%		Autos		-34.21%		
Trucks		-4.51%		Trucks		-8.35%		
Revenue		-11.41%		Revenue		-15.97%		
Autos		-29.31%		Autos		-34.52%		
Trucks		-4.56%		Trucks		-8.80%		

NOTE: In addition to the ongoing COVID-19 outbreak, there were several snow events during the month. Also, since 2020 was a leap year there was one less toll revenue day in February 2021. As a result, both total toll traffic and toll revenue for the Commission's bridges decreased compared to February 2020.

\* "Discounts" represents rebates for commuter discounts earned when a customer crosses the Commission's bridges 16 times in a calendar month, as well as discounts for employee's, and Commission vehicle's non-revenue crossings.



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

TRENTON - MORRISVILLE TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBRUARY 2021

JANUARY 1, 2020 FEBRUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBRUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBRUARY 2021 28 DAYS		MONTH OF FEBRUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
1,395,275	\$ 1,398,733.00	960,844	\$ 964,932.00	Passenger	441,962	\$ 443,612.00	680,881	\$ 682,591.00
	(56,734.16)		(36,877.76)	Discounts *		(18,597.08)		(33,318.13)
1,395,275	\$ 1,341,998.84	960,844	\$ 928,054.24	TOTAL PASSENGER	441,962	\$ 425,014.92	680,881	\$ 649,272.87
49,437	318,876.35	51,155	330,480.15	2-Axle Trucks	23,216	149,915.35	24,315	156,731.25
16,740	199,663.20	22,165	264,073.20	3-Axle Trucks	12,802	152,352.00	7,778	92,787.60
13,967	221,875.20	12,989	206,265.60	4-Axle Trucks	5,178	82,196.80	7,226	114,841.60
48,257	947,624.00	48,561	955,528.00	5-Axle Trucks	21,687	426,786.00	22,788	447,496.00
488	11,508.00	410	9,633.60	6-Axle Trucks	178	4,178.40	208	4,910.40
27	803.60	41	1,173.20	7-Axle Trucks	27	773.20	11	340.00
				Permits				
128,916	\$ 1,700,350.35	135,321	\$ 1,767,153.75	TOTAL TRUCKS	63,088	\$ 816,201.75	62,326	\$ 817,106.85
1,524,191	\$ 3,042,349.19	1,096,165	\$ 2,695,207.99	TOTAL TOLL VEHICLES	505,050	\$ 1,241,216.67	743,207	\$ 1,466,379.72
25,403	\$ 50,705.82	18,579	\$ 45,681.49	DAILY AVERAGE	18,038	\$ 44,329.17	25,628	\$ 50,564.82
Rate Change				Rate Change				
Traffic (toll)				Traffic (toll)				
Autos				Autos				
Trucks				Trucks				
Revenue				Revenue				
Autos				Autos				
Trucks				Trucks				

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION  
SCUDDER FALLS TOLL BRIDGE  
COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBRUARY 2021									
JANUARY 1, 2020 FEBRUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBRUARY 28, 2021 59 DAYS		MONTH OF FEBRUARY 2021 28 DAYS		MONTH OF FEBRUARY 2020 29 DAYS			
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	
1,235,502	\$ 1,681,254.15	671,380	\$ 929,432.60	Passenger	305,065	\$ 421,457.60	605,415	\$ 825,567.35	
	(74,383.39)		(45,713.63)	Discounts *		(21,718.02)		(45,731.19)	
1,235,502	\$ 1,606,870.76	671,380	\$ 883,718.97	TOTAL PASSENGER	305,065	\$ 399,739.58	605,415	\$ 779,836.16	
30,334	214,845.55	29,979	212,412.95	2-Axle Trucks	15,627	110,754.75	14,529	102,864.20	
6,172	78,763.85	6,977	89,135.77	3-Axle Trucks	2,683	34,262.27	3,214	41,079.96	
4,529	77,144.30	4,221	71,871.90	4-Axle Trucks	1,666	28,371.40	2,186	37,245.00	
30,334	647,221.98	24,939	529,598.03	5-Axle Trucks	11,644	247,587.58	14,499	309,677.13	
376	9,804.15	631	16,097.55	6-Axle Trucks	163	4,132.20	176	4,630.35	
82	2,538.53	54	1,674.81	7-Axle Trucks	17	526.28	34	1,037.78	
				Permits					
71,827	\$ 1,030,318.36	66,801	\$ 920,791.01	TOTAL TRUCKS	31,800	\$ 425,634.48	34,638	\$ 496,534.42	
1,307,329	\$ 2,637,189.12	738,181	\$ 1,804,509.98	TOTAL TOLL VEHICLES	336,865	\$ 825,374.06	640,053	\$ 1,276,370.58	
21,789	\$ 43,953.15	12,512	\$ 30,584.91	DAILY AVERAGE	12,031	\$ 29,477.65	22,071	\$ 44,012.78	
Rate Change						Rate Change			
Traffic (toll)						Traffic (toll)			
Autos						Autos			
Trucks						Trucks			
Revenue						Revenue			
Autos						Autos			
Trucks						Trucks			

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

NEW HOPE - LAMBERTVILLE TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBRUARY 2021

JANUARY 1, 2020 FEBRUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBRUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBRUARY 2021 28 DAYS		MONTH OF FEBRUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
258,698	\$ 259,927.00 (17,401.16)	153,601	\$ 154,807.00 (13,540.22)	Passenger Discounts *	68,996	\$ 69,496.00 (5,948.83)	126,920	\$ 127,529.00 (10,057.06)
258,698	\$ 242,525.84	153,601	\$ 141,266.78	TOTAL PASSENGER	68,996	\$ 63,547.17	126,920	\$ 117,471.94
8,005	51,611.30	8,390	53,976.65	2-Axle Trucks	4,289	27,523.60	3,651	23,532.60
1,978	23,416.80	1,331	15,844.80	3-Axle Trucks	582	6,914.40	934	11,062.80
1,624	25,355.20	1,410	22,153.60	4-Axle Trucks	604	9,483.20	742	11,568.00
5,341	105,210.00	5,327	105,006.00	5-Axle Trucks	2,454	48,390.00	2,704	53,248.00
347	7,893.60	254	5,829.60	6-Axle Trucks	110	2,512.80	164	3,720.00
6	165.20	3	100.00	7-Axle Trucks	2	72.00	2	56.00
				Permits	-	-	-	-
17,301	\$ 213,652.10	16,715	\$ 202,910.65	TOTAL TRUCKS	8,041	\$ 94,896.00	8,197	\$ 103,187.40
275,999	\$ 456,177.94	170,316	\$ 344,177.43	TOTAL TOLL VEHICLES	77,037	\$ 158,443.17	135,117	\$ 220,659.34
4,600	\$ 7,602.97	2,887	\$ 5,833.52	DAILY	2,751	\$ 5,658.68	4,659	\$ 7,608.94
<b>Rate Change</b>					<b>Rate Change</b>			
<b>Traffic (toll)</b>					<b>Traffic (toll)</b>			
Autos					Autos			
Trucks					Trucks			
<b>Revenue</b>					<b>Revenue</b>			
Autos					Autos			
Trucks					Trucks			

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

I78 TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBUARY 2021

JANUARY 1, 2020 FEBUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBUARY 2021 28 DAYS		MONTH OF FEBUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
1,238,474	\$ 1,246,408.00	905,465	\$ 913,177.00	Passenger	401,536	\$ 404,592.00	610,290	\$ 614,238.00
	(57,646.11)		(34,247.19)	Discounts *		(17,763.02)		(32,260.79)
1,238,474	\$ 1,188,761.89	905,465	\$ 878,929.81	TOTAL PASSENGER	401,536	\$ 386,828.98	610,290	\$ 581,977.21
51,903	333,791.25	47,215	303,904.25	2-Axle Trucks	22,698	146,053.05	25,514	164,046.35
24,680	291,019.20	19,170	226,150.80	3-Axle Trucks	8,742	103,100.40	12,389	146,188.80
49,503	778,937.60	33,345	520,494.40	4-Axle Trucks	14,481	226,174.40	24,970	392,899.20
381,561	7,465,124.00	382,761	7,503,702.00	5-Axle Trucks	176,902	3,469,364.00	183,177	3,583,928.00
14,783	341,836.80	11,178	258,924.00	6-Axle Trucks	4,727	109,370.40	7,421	171,501.60
173	5,143.60	245	7,332.90	7-Axle Trucks	104	3,145.20	78	2,330.00
				Permits				
522,603	\$ 9,215,852.45	493,914	\$ 8,820,508.35	TOTAL TRUCKS	227,654	\$ 4,057,207.45	253,549	\$ 4,460,893.95
1,761,077	\$ 10,404,614.34	1,399,379	\$ 9,699,438.16	TOTAL TOLL VEHICLES	629,190	\$ 4,444,036.43	863,839	\$ 5,042,871.16
29,351	\$ 173,410.24	23,718	\$ 164,397.26	DAILY AVERAGE	22,471	\$ 158,715.59	29,788	\$ 173,892.11
Rate Change				Rate Change				
Traffic (toll)		-20.54%		Traffic (toll)		-27.16%		
Autos		-26.89%		Autos		-34.21%		
Trucks		-5.49%		Trucks		-10.21%		
Revenue		-6.78%		Revenue		-11.87%		
Autos		-26.06%		Autos		-33.53%		
Trucks		-4.29%		Trucks		-9.05%		

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

EASTON - PHILLIPSBURG TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBUARY 2021

JANUARY 1, 2020 FEBRUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBRUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBRUARY 2021 28 DAYS		MONTH OF FEBRUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
771,552	\$ 774,146.00 (33,660.35)	595,827	\$ 598,397.00 (22,013.15)	Passenger Discounts *	272,927	\$ 273,927.00 (11,645.26)	378,166	\$ 379,424.00 (19,752.93)
771,552	\$ 740,485.65	595,827	\$ 576,383.85	TOTAL PASSENGER	272,927	\$ 262,281.74	378,166	\$ 359,671.07
18,126	116,974.00	18,076	116,701.00	2-Axle Trucks	8,275	53,402.05	8,816	56,896.45
6,200	73,684.80	4,346	51,810.00	3-Axle Trucks	1,842	21,944.40	3,318	39,447.60
5,460	86,456.00	3,610	57,025.60	4-Axle Trucks	1,522	24,028.80	2,392	37,793.60
18,214	357,774.00	17,506	344,966.00	5-Axle Trucks	7,841	154,468.00	8,490	166,714.00
129	3,021.60	123	2,872.80	6-Axle Trucks	52	1,212.00	49	1,132.80
3	84.00	11	308.00	7-Axle Trucks	1	28.00	2	56.00
-				Permits	-	-	-	-
48,132	\$ 637,994.40	43,672	\$ 573,683.40	TOTAL TRUCKS	19,533	\$ 255,083.25	23,067	\$ 302,040.45
819,684	\$ 1,378,480.05	639,499	\$ 1,150,067.25	TOTAL TOLL VEHICLES	292,460	\$ 517,364.99	401,233	\$ 661,711.52
13,661	\$ 22,974.67	10,839	\$ 19,492.67	DAILY AVERAGE	10,445	\$ 18,477.32	13,836	\$ 22,817.64
Rate Change							Rate Change	
Traffic (toll)	-21.98%						Traffic (toll)	-27.11%
Autos	-22.78%						Autos	-27.83%
Trucks	-9.27%						Trucks	-15.32%
Revenue	-16.57%						Revenue	-21.81%
Autos	-22.16%						Autos	-27.08%
Trucks	-10.08%						Trucks	-15.55%

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

PORTLAND - COLUMBIA TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBRUARY 2021

JANUARY 1, 2020 FEBRUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBRUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBRUARY 2021 28 DAYS		MONTH OF FEBRUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
179,027	\$ 180,227.00	133,909	\$ 134,872.00	Passenger	60,933	\$ 61,274.00	87,512	\$ 88,093.00
	(10,586.57)		(7,879.17)	Discounts *		(3,850.18)		(5,643.85)
179,027	\$ 169,640.43	133,909	\$ 126,992.83	TOTAL PASSENGER	60,933	\$ 57,423.82	87,512	\$ 82,449.15
3,677	23,779.60	4,040	26,012.35	2-Axle Trucks	2,185	14,025.70	1,693	10,951.20
1,297	15,458.40	972	11,598.00	3-Axle Trucks	387	4,608.00	671	8,002.80
4,099	65,457.60	2,284	36,326.40	4-Axle Trucks	753	12,016.00	1,840	29,376.00
5,126	101,418.00	4,736	93,628.00	5-Axle Trucks	1,961	38,812.00	2,330	46,058.00
41	979.20	24	573.60	6-Axle Trucks	6	141.60	8	192.00
2	56.00	2	56.00	7-Axle Trucks	-	-		
				Permits				
14,242	\$ 207,148.80	12,058	\$ 168,194.35	TOTAL TRUCKS	5,292	\$ 69,603.30	6,542	\$ 94,580.00
193,269	\$ 376,789.23	145,967	\$ 295,187.18	TOTAL TOLL VEHICLES	66,225	\$ 127,027.12	94,054	\$ 177,029.15
3,221	\$ 6,279.82	2,474	\$ 5,003.17	DAILY AVERAGE	2,365	\$ 4,536.68	3,243	\$ 6,104.45
Rate Change					Rate Change			
Traffic (toll)		-24.47%			Traffic (toll)		-29.59%	
Autos		-25.20%			Autos		-30.37%	
Trucks		-15.33%			Trucks		-19.11%	
Revenue		-21.66%			Revenue		-28.25%	
Autos		-25.14%			Autos		-30.35%	
Trucks		-18.81%			Trucks		-26.41%	

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

DELAWARE WATER GAP TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBRUARY 2021

JANUARY 1, 2020 FEBUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBUARY 2021 28 DAYS		MONTH OF FEBUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
1,161,718	\$ 1,166,512.00	997,375	\$ 1,002,581.00	Passenger	452,889	\$ 454,940.00	571,280	\$ 573,716.00
-	(54,577.72)	-	(34,831.38)	Discounts *	-	(19,257.24)	-	(30,056.93)
1,161,718	\$ 1,111,934.28	997,375	\$ 967,749.62	TOTAL PASSENGER	452,889	\$ 435,682.76	571,280	\$ 543,659.07
31,341	201,287.45	32,069	206,317.80	2-Axle Trucks	15,985	102,817.00	15,699	100,823.45
12,627	149,149.20	9,286	109,596.00	3-Axle Trucks	4,344	51,309.60	6,079	71,767.20
13,653	213,672.00	11,206	175,144.00	4-Axle Trucks	5,308	83,012.80	6,512	101,816.00
173,666	3,402,000.00	166,003	3,258,576.00	5-Axle Trucks	76,315	1,498,628.00	82,802	1,622,136.00
5,893	136,924.80	4,881	113,493.60	6-Axle Trucks	2,138	49,723.20	2,730	63,408.00
120	3,689.20	127	4,206.40	7-Axle Trucks	62	2,049.20	62	1,866.80
				Permits				
237,300	\$ 4,106,722.65	223,572	\$ 3,867,333.80	TOTAL TRUCKS	104,152	\$ 1,787,539.80	113,884	\$ 1,961,817.45
1,399,018	\$ 5,218,656.93	1,220,947	\$ 4,835,083.42	TOTAL TOLL VEHICLES	557,041	\$ 2,223,222.56	685,164	\$ 2,505,476.52
23,317	\$ 86,977.62	20,694	\$ 81,950.57	DAILY AVERAGE	19,894	\$ 79,400.81	23,626	\$ 86,395.74
Rate Change				Rate Change				
Traffic (toll)				Traffic (toll)				
Autos				Autos				
Trucks				Trucks				
Revenue				Revenue				
Autos				Autos				
Trucks				Trucks				



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MILFORD - MONTAGUE TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

FEBRUARY 2021

JANUARY 1, 2020 FEBRUARY 29, 2020 60 DAYS		JANUARY 1, 2021 FEBRUARY 28, 2021 59 DAYS		VEHICLE CLASS	MONTH OF FEBRUARY 2021 28 DAYS		MONTH OF FEBRUARY 2020 29 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
169,568	\$ 170,709.00	142,528	\$ 143,639.00	Passenger	64,378	\$ 64,835.00	83,835	\$ 84,402.00
	(9,924.89)		(7,325.63)	Discounts *		(4,074.62)		(4,936.72)
169,568	\$ 160,784.11	142,528	\$ 136,313.37	TOTAL PASSENGER	64,378	\$ 60,760.38	83,835	\$ 79,465.28
2,901	18,621.85	3,916	25,147.85	2-Axle Trucks	1,977	12,682.15	1,349	8,665.15
405	4,843.20	373	4,456.80	3-Axle Trucks	123	1,467.60	199	2,380.80
399	6,281.60	428	6,715.20	4-Axle Trucks	158	2,497.60	187	2,942.40
1,507	29,846.00	1,575	31,148.00	5-Axle Trucks	702	13,900.00	702	13,920.00
14	336.00	19	456.00	6-Axle Trucks	5	120.00	5	120.00
3	84.00	1	28.00	7-Axle Trucks	-	-		
				Permits	-	-		
5,229	\$ 60,012.65	6,312	\$ 67,951.85	TOTAL TRUCKS	2,965	\$ 30,667.35	2,442	\$ 28,028.35
174,797	\$ 220,796.76	148,840	\$ 204,265.22	TOTAL TOLL VEHICLES	67,343	\$ 91,427.73	86,277	\$ 107,493.63
2,913	\$ 3,679.95	2,523	\$ 3,462.12	DAILY AVERAGE	2,405	\$ 3,265.28	2,975	\$ 3,706.68
<b>Rate Change</b>					<b>Rate Change</b>			
<b>Traffic (toll)</b>					<b>Traffic (toll)</b>			
Autos					Autos			
Trucks					Trucks			
<b>Revenue</b>					<b>Revenue</b>			
Autos					Autos			
Trucks					Trucks			



## Delaware River Joint Toll Bridge Commission Toll Supported Bridge - Westbound Traffic Counts February 2021

Bridge	Westbound Volume					
	February 2021	February 2020	% Change	YTD 2021	YTD 2020	% Change
Lower Trenton	290,264	372,871	-22.2%	639,714	761,122	-16.0%
Calhoun Street	228,074	245,706	-7.2%	482,406	505,229	-4.5%
Washington Crossing	74,474	135,301	-45.0%	173,042	278,949	-38.0%
New Hope - Lambertville	134,526	214,956	-37.4%	322,020	450,450	-28.5%
Centre Bridge - Stockton	46,912	72,333	-35.1%	109,510	136,137	-19.6%
Uhlerstown - Frenchtown	47,175	91,376	-48.4%	108,555	183,202	-40.7%
Upper Black Eddy - Milford	42,832	51,390	-16.7%	95,457	105,694	-9.7%
Riegelsville	33,258	43,566	-23.7%	73,847	89,297	-17.3%
Northampton Street	254,603	341,207	-25.4%	577,537	694,761	-16.9%
Riverton - Belvidere	59,972	82,711	-27.5%	137,059	169,003	-18.9%
<b>Total</b>	<b>1,212,090</b>	<b>1,651,417</b>	<b>-26.6%</b>	<b>2,719,147</b>	<b>3,373,844</b>	<b>-19.4%</b>

**NOTES:**

1/31 - 2/2 - Nor'easter Snow storm - up to 30"+ of snow in Central/Northern Region. Traffic volumes lower than normal.  
 2/7 Snow storm. Traffic volumes lower than normal.  
 2/18 Snow storm. Traffic volumes lower than normal.



## Delaware River Joint Toll Bridge Commission Toll-Supported Bridge Traffic Counts February 2021

Bridge	Eastbound				Westbound				Total Volume	
	February 2021		February 2020		February 2021		February 2020			
	Volume	% of Total	Volume	% of Total	Volume	% of Total	Volume	% of Total	February 2021	February 2020
Lower Trenton	58,890	16.9%	78,497	17.4%	290,264	83.1%	372,871	82.6%	349,154	451,368
Calhoun Street	121,979	34.8%	126,770	34.0%	228,074	65.2%	245,706	66.0%	350,053	372,476
Washington Crossing	33,718	31.2%	66,381	32.9%	74,474	68.8%	135,301	67.1%	108,192	201,682
New Hope-Lambertville	102,954	43.4%	162,225	43.0%	134,526	56.6%	214,956	57.0%	237,480	377,181
Centre Bridge-Stockton	38,863	45.3%	60,978	45.7%	46,912	54.7%	72,333	54.3%	85,775	133,311
Uhlerstown-Frenchtown	20,599	30.4%	53,351	36.9%	47,175	69.6%	91,376	63.1%	67,774	144,727
Upper Black Eddy-Milford	28,800	40.2%	44,904	46.6%	42,832	59.8%	51,390	53.4%	71,632	96,294
Riegelsville	29,616	47.1%	40,038	47.9%	33,258	52.9%	43,566	52.1%	62,874	83,604
Northampton Street	112,597	30.7%	136,143	28.5%	254,603	69.3%	341,207	71.5%	367,200	477,350
Riverton-Belvidere	35,504	37.2%	49,274	37.3%	59,972	62.8%	82,711	62.7%	95,476	131,985
<b>Total</b>	<b>583,520</b>	<b>32.5%</b>	<b>818,561</b>	<b>33.1%</b>	<b>1,212,090</b>	<b>67.5%</b>	<b>1,651,417</b>	<b>62.7%</b>	<b>1,795,610</b>	<b>2,469,978</b>

**NOTES:**

1/31 - 2/2 - Nor'easter Snow storm - up to 30"+ of snow in Central/Northern Region. Traffic volumes lower than normal.

2/7 Snow storm. Traffic volumes lower than normal.

2/18 Snow storm. Traffic volumes lower than normal.

*This Table added in September 2020.*



# **Delaware River Joint Toll Bridge Commission** **Toll Supported Bridge - Two Way Traffic Counts** **February 2021**

Bridge	Total Volume					
	February 2021	February 2020	% Change	YTD 2021	YTD 2020	% Change
Lower Trenton	349,154	451,368	-22.6%	768,211	920,190	-16.5%
Calhoun Street	350,053	372,476	-6.0%	737,004	771,703	-4.5%
Washington Crossing	108,192	201,682	-46.4%	252,944	416,107	-39.2%
New Hope - Lambertville	237,480	377,181	-37.0%	548,392	775,066	-29.2%
Centre Bridge - Stockton	85,775	133,311	-35.7%	200,007	271,714	-26.4%
Uhlerstown - Frenchtown	67,774	144,727	-53.2%	167,571	289,077	-42.0%
Upper Black Eddy -Milford	71,632	96,294	-25.6%	164,737	196,516	-16.2%
Riegelsville	62,874	83,604	-24.8%	140,413	171,782	-18.3%
Northampton Street	367,200	477,350	-23.1%	806,111	973,867	-17.2%
Riverton - Belvidere	95,476	131,985	-27.7%	215,892	271,862	-20.6%
<b>Total</b>	<b>1,795,610</b>	<b>2,469,978</b>	<b>-27.3%</b>	<b>4,001,282</b>	<b>5,057,884</b>	<b>-20.9%</b>

## **NOTES:**

1/31 - 2/2 - Nor'easter Snow storm - up to 30"+ of snow in Central/Northern Region. Traffic volumes lower than normal.  
 2/7 Snow storm. Traffic volumes lower than normal.  
 2/18 Snow storm. Traffic volumes lower than normal.



## Delaware River Joint Toll Bridge Commission

### Toll Bridge - Two Way Traffic Counts

February 2021

Bridge	Total Volume (all classes)					
	February 2021	February 2020	% Change	YTD 2021	YTD 2020	% Change
Trenton - Morrisville	1,205,983	1,680,475	-28.2%	2,588,794	3,419,379	-24.3%
Scudder Falls	705,804	1,318,656	-46.5%	1,545,236	2,697,557	-42.7%
New Hope - Lambertville	189,838	326,814	-41.9%	421,332	669,660	-37.1%
Interstate 78	1,280,553	1,764,437	-27.4%	2,847,310	3,593,083	-20.8%
Easton - Phillipsburg	747,017	994,527	-24.9%	1,638,902	2,034,019	-19.4%
Portland - Columbia	150,636	196,751	-23.4%	324,233	407,882	-20.5%
Delaware Water Gap	1,086,753	1,319,668	-17.6%	2,383,876	2,673,521	-10.8%
Milford - Montague	147,046	188,154	-21.8%	328,511	381,893	-14.0%
<b>Total</b>	<b>5,513,630</b>	<b>7,789,482</b>	<b>-29.2%</b>	<b>12,078,194</b>	<b>15,876,994</b>	<b>-23.9%</b>

**NOTES:**

1/31 - 2/2 - Nor'easter Snow storm - up to 30"+ of snow in Central/Northern Region. Traffic volumes lower than normal.

2/7 Snow storm. Traffic volumes lower than normal.

2/18 Snow storm. Traffic volumes lower than normal.

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of March 29<sup>th</sup>, 2021

### STATISTICAL SUMMARY OF EXPENDITURES

There follows reports entitled **“Budget vs Actual”** covering the month of February 2021 and the two months year-to-date (“YTD”) operations of fiscal year 2021 relative to Toll Bridges, Toll Supported Bridges and Administration departments.

Total operating expense plus encumbrance totaled \$5,952,605 for the month of February. For the 2021 fiscal period, total expense plus encumbrances amounted to \$11,447,317, which represents 84.3% of 2021 year-to-date operating budget. The overtime expense is higher than normal due to several snow storms in February 2021.

During the month of February, we spent \$16,399 on COVID-19 related expenses. Since the beginning of year 2021, we purchased \$13,311 Personal Protective Equipment (PPE) for our workers and \$7,306 on cleaning supplies and other miscellaneous items. As of February 28<sup>th</sup>, 2021, the total amount for COVID-19 related expenses is \$20,617.

There were no unusual expenses during the month.

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**TOTAL COMMISSION**

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
Regular Employee Salaries	\$24,344,872	3,813,224	\$1,885,623	\$3,693,943	\$0	\$20,650,930
Part-Time Employee Wages	267,948	44,395	10,672	22,696	0	245,252
Overtime Wages	460,197	208,929	159,100	190,041	0	270,157
Pension Contributions	8,201,553	1,261,735	616,579	1,195,025	0	7,006,528
FICA Contributions	2,020,366	312,229	163,923	312,203	0	1,708,163
Regular Employee Healthcare Benefits	12,128,873	1,989,865	710,373	1,199,850	0	10,929,023
Life Insurance Benefits	234,912	39,661	16,422	36,536	0	198,376
Unemployment Compensation Benefits	44,100	11,025	5,112	5,211	0	38,889
Utility Expense	914,801	221,327	93,404	136,184	84,603	694,014
Office Expense	308,557	111,955	20,021	28,563	57,963	222,031
Telecommunication Expense	1,461,652	290,684	103,533	205,843	0	1,255,809
Information Technology Expense	793,444	304,365	34,720	62,888	30,906	699,650
Professional Development/Meetings	541,799	104,655	2,008	39,461	5,850	496,488
Vehicle Maintenance Expense and Fuel	418,864	214,520	32,063	15,379	157,119	246,366
Operations Maintenance Expense	1,400,291	613,632	143,474	167,962	335,045	897,283
ESS Operating Maintenance Expense	1,273,500	212,250	79,723	160,002	0	1,113,498
Commission Expense	19,448	3,241	441	967	0	18,481
Toll Collection Expense	84,803	42,641	2,179	6,299	0	78,503
Uniform Expense	196,714	32,059	3,946	8,991	15,109	172,613
Business Insurance	4,723,456	749,459	355,201	715,903	0	4,007,553
Licenses & Inspections Expense	9,594	3,289	546	892	0	8,702
Advertising	53,027	6,585	154	1,262	0	51,765
Professional Services	1,838,232	368,881	51,927	114,859	33,420	1,689,954
State Police Bridge Security	6,580,762	1,123,454	521,832	1,039,080	0	5,541,682
EZP Equip/Traffic Counter Maint	1,400,000	233,333	92,448	184,897	15,625	1,199,479
General Contingency	500,000	83,333	0	0	0	500,000
EZPass Operating Expense	6,906,126	1,168,972	562,083	1,166,741	0	5,739,385
<b>Total</b>	<b>\$77,127,891</b>	<b>\$13,569,699</b>	<b>\$5,667,507</b>	<b>\$10,711,676</b>	<b>\$735,641</b>	<b>\$65,680,575</b>



**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**ADMINISTRATION\***

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$4,606,585	708,863	\$379,709	\$725,871	\$0	\$3,880,715
Overtime Wages	5,931	1,694	288	1,116	0	4,816
Pension Contributions	1,439,715	221,491	107,523	208,732	0	1,230,983
FICA Contributions	352,781	54,272	29,054	55,574	0	297,207
Regular Employee Healthcare Benefits	1,545,293	223,309	90,872	152,257	0	1,393,036
Life Insurance Benefits	44,226	6,980	4,349	6,461	0	37,766
Unemployment Compensation Benefits	44,100	11,025	5,112	5,211	0	38,889
Utility Expense	82,700	0	16,076	16,256	0	66,444
Office Expense	209,034	86,107	13,432	19,527	45,991	143,517
Telecommunication Expense	128,566	19,847	7,862	16,007	0	112,559
Information Technology Expense	774,000	300,806	34,720	62,888	30,906	680,206
Professional Development/Meetings	121,322	35,657	934	37,060	0	84,262
Vehicle Maintenance Expense and Fuel	20,441	1,907	1,735	1,965	11,540	6,936
Operations Maintenance Expense	98,204	1,800	5,760	6,300	12,748	79,156
Commission Expense	19,448	3,241	441	967	0	18,481
Uniform Expense	9,000	818	94	1,474	0	7,526
Business Insurance	600,049	62,225	21,307	42,724	0	557,324
Advertising	53,027	6,585	154	1,262	0	51,765
Professional Services	1,233,232	268,039	48,199	111,238	33,420	1,088,574
General Contingency	500,000	83,333	0	0	0	500,000
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$11,887,656</b>	<b>\$2,097,998</b>	<b>\$767,621</b>	<b>\$1,472,890</b>	<b>\$134,605</b>	<b>\$10,280,161</b>
<b>ADM OPS ALLOCATION</b>						
TES Allocation			10,577	20,271		
<b>ADM OPS ALLOCATION SUBTOTAL</b>			<b>\$10,577</b>	<b>\$20,271</b>		
<b>TOTAL EXPENSES</b>			<b>\$778,198</b>	<b>\$1,493,161</b>		

\* Includes Executive, Human Resources, Accounting, EZPass, Purchasing, Information Technology, Community Affairs and Contract/Compliance.

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**ADMINISTRATION - OPERATIONS\***

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$3,041,832	451,700	\$238,116	\$476,206	\$0	\$2,565,626
Overtime Wages	33,300	14,616	1,947	2,656	0	30,644
Pension Contributions	1,377,780	211,958	106,326	205,979	0	1,171,800
FICA Contributions	337,605	51,937	26,043	51,989	0	285,616
Regular Employee Healthcare Benefits	1,491,057	248,407	85,440	145,331	0	1,345,726
Life Insurance Benefits	39,736	6,623	4,214	6,670	0	33,067
Office Expense	65,571	10,400	1,688	3,858	1,105	60,608
Telecommunication Expense	117,137	19,523	8,177	13,849	0	103,288
Professional Development/Meetings	393,626	65,523	831	2,025	5,850	385,751
Vehicle Maintenance Expense and Fuel	700	117	0	170	0	530
ESS Operating Maintenance Expense	1,273,500	212,250	79,723	160,002	0	1,113,498
Toll Collection Expense	265	44	0	0	0	265
Uniform Expense	26,208	4,368	2,294	4,628	627	20,952
Business Insurance	83,013	13,836	6,869	13,778	0	69,236
Professional Services	605,000	100,843	3,729	3,620	0	601,380
State Police Bridge Security	44,513	7,419	0	0	0	44,513
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$8,930,842</b>	<b>\$1,419,562</b>	<b>\$565,396</b>	<b>\$1,090,761</b>	<b>\$7,582</b>	<b>\$7,832,499</b>
<b>ADM OPS ALLOCATION</b>						
TES Allocation			(79,982)	(153,286)		
Toll Operation Allocation			(51,702)	(100,323)		
Bridge Maint Allocation			(50,563)	(98,090)		
Maint/Toll Allocation			(19,155)	(37,343)		
PSBS Allocation			(270,810)	(529,230)		
<b>ADM OPS ALLOCATION SUBTOTAL</b>			<b>(\$472,212)</b>	<b>(\$918,272)</b>		
<b>TOTAL EXPENSES</b>			<b>\$93,184</b>	<b>\$172,489</b>		

\* Includes Engineering, Training & Employee Safety, Maintenance/Toll Operation, Public Safety and Bridge Security.

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**SOUTHERN REGION TOLL BRIDGE**

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$4,365,090	686,465	\$323,596	\$645,271	\$0	\$3,719,819
Part-Time Employee Wages	50,872	9,040	1,936	3,961	0	46,912
Overtime Wages	85,882	40,196	60,427	68,617	0	17,264
Pension Contributions	1,404,593	216,083	89,375	173,140	0	1,231,452
FICA Contributions	344,391	54,396	29,251	54,366	0	290,025
Regular Employee Healthcare Benefits	2,368,149	394,440	141,579	233,736	0	2,134,413
Life Insurance Benefits	39,579	6,596	2,817	6,208	0	33,371
Utility Expense	312,928	70,240	33,937	46,531	31,022	235,375
Office Expense	14,083	3,833	2,922	2,922	3,945	7,216
Telecommunication Expense	182,847	45,977	10,455	20,698	0	162,149
Information Technology Expense	8,679	1,576	0	0	0	8,679
Professional Development/Meetings	5,333	1,050	123	123	0	5,210
Vehicle Maintenance Expense and Fuel	142,259	83,414	13,860	(9,921)	49,638	102,542
Operations Maintenance Expense	388,556	175,580	63,288	68,879	55,497	264,181
Toll Collection Expense	21,612	8,657	672	1,422	0	20,190
Uniform Expense	69,259	11,986	423	1,027	0	68,232
Business Insurance	1,445,604	240,934	117,314	236,137	0	1,209,467
Licenses & Inspections Expense	1,435	1,295	262	483	0	952
State Police Bridge Security	1,853,026	316,312	147,939	294,579	0	1,558,447
EZP Equipment/Traffic Counter Maint	489,009	81,501	32,483	64,965	2,606	421,437
EZPass Operating Expense	3,870,288	650,045	297,201	606,547	0	3,263,742
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$17,463,472</b>	<b>\$3,099,616</b>	<b>\$1,369,859</b>	<b>\$2,519,691</b>	<b>\$142,707</b>	<b>\$14,801,075</b>
<b>ADM OPS AIIOCATION</b>						
TES Allocation			14,118	27,058		
Toll Operation Allocation			15,510	30,097		
Bridge Maint Allocation			12,641	24,522		
Maint/Toll Allocation			4,214	8,215		
PSBS Allocation			71,224	139,411		
<b>ADM OPS AIIOCATION SUBTOTAL</b>			<b>\$117,708</b>	<b>\$229,304</b>		
<b>TOTAL EXPENSES</b>			<b>\$1,487,567</b>	<b>\$2,748,994</b>		

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**CENTRAL REGION TOLL BRIDGE**

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$4,343,611	694,351	\$305,121	\$607,433	\$0	\$3,736,178
Part-Time Employee Wages	113,450	18,908	2,855	5,945	0	107,505
Overtime Wages	92,135	40,435	39,039	45,515	0	46,620
Pension Contributions	1,394,840	214,582	105,536	204,449	0	1,190,391
FICA Contributions	348,013	53,538	26,269	49,861	0	298,152
Regular Employee Healthcare Benefits	2,338,912	389,571	137,760	232,481	0	2,106,431
Life Insurance Benefits	39,207	7,435	2,086	6,055	0	33,152
Utility Expense	263,484	76,542	20,789	33,240	31,614	198,630
Office Expense	9,368	4,422	1,087	1,364	2,456	5,548
Telecommunication Expense	429,824	104,792	29,851	59,731	0	370,093
Information Technology Expense	4,503	960	0	0	0	4,503
Professional Development/Meetings	12,098	1,115	21	153	0	11,944
Vehicle Maintenance Expense and Fuel	115,651	69,099	9,956	12,037	46,889	56,726
Operations Maintenance Expense	461,718	230,018	50,071	57,045	121,528	283,144
Toll Collection Expense	28,995	11,860	515	1,751	0	27,244
Uniform Expense	27,503	4,206	586	476	0	27,027
Business Insurance	1,016,008	169,335	82,230	165,855	0	850,153
Licenses & Inspections Expense	3,544	472	0	125	0	3,419
State Police Bridge Security	1,794,200	306,270	143,243	285,227	0	1,508,973
EZP Equipment/Traffic Counter Maint	413,310	68,885	27,485	54,970	1,738	356,602
EZPass Operating Expense	1,751,128	303,292	152,789	323,131	0	1,427,997
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$15,001,501</b>	<b>\$2,770,086</b>	<b>\$1,137,287</b>	<b>\$2,146,844</b>	<b>\$204,225</b>	<b>\$12,650,431</b>
<b>ADM OPS ALLOCATION</b>						
TES Allocation			18,110	34,708		
Toll Operation Allocation			20,681	40,129		
Bridge Maint Allocation			15,169	29,427		
Maint/Toll Allocation			6,129	11,950		
PSBS Allocation			46,432	90,910		
<b>ADM OPS ALLOCATION SUBTOTAL</b>			<b>\$106,521</b>	<b>\$207,124</b>		
<b>TOTAL EXPENSES</b>			<b>\$1,243,808</b>	<b>\$2,353,968</b>		

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**NORTHERN REGION TOLL BRIDGE**

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$4,274,337	678,385	\$334,760	\$651,423	\$0	\$3,622,914
Part-Time Employee Wages	93,726	14,797	2,935	6,647	0	87,079
Overtime Wages	140,823	64,933	47,399	60,871	0	79,952
Pension Contributions	1,393,413	214,363	107,116	207,509	0	1,185,904
FICA Contributions	344,930	53,064	29,242	54,553	0	290,377
Regular Employee Healthcare Benefits	2,251,203	378,655	131,798	223,324	0	2,027,879
Life Insurance Benefits	38,672	6,445	1,833	5,723	0	32,948
Utility Expense	165,769	57,535	16,342	29,382	21,967	114,419
Office Expense	9,637	7,049	893	893	4,466	4,279
Telecommunication Expense	353,811	58,968	27,128	55,087	0	298,724
Information Technology Expense	6,262	1,023	0	0	0	6,262
Professional Development/Meetings	4,147	433	99	99	0	4,048
Vehicle Maintenance Expense and Fuel	124,237	55,750	5,520	8,346	49,053	66,838
Operations Maintenance Expense	329,923	165,605	19,596	30,571	136,068	163,284
Toll Collection Expense	33,931	22,081	992	3,126	0	30,805
Uniform Expense	28,870	4,183	353	1,035	0	27,835
Business Insurance	964,861	160,810	77,994	157,434	0	807,427
Licenses & Inspections Expense	2,420	825	214	214	0	2,206
State Police Bridge Security	1,232,736	210,725	98,418	195,971	0	1,036,766
EZP Equipment/Traffic Counter Maint	489,002	81,500	32,481	64,962	2,602	421,439
EZPass Operating Expense	1,284,710	215,636	112,093	237,064	0	1,047,646
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$13,567,423</b>	<b>\$2,452,763</b>	<b>\$1,047,205</b>	<b>\$1,994,236</b>	<b>\$214,155</b>	<b>\$11,359,031</b>
<b>ADM OPS ALLOCATION</b>						
TES Allocation			18,349	35,166		
Toll Operation Allocation			15,510	30,097		
Bridge Maint Allocation			12,135	23,542		
Maint/Toll Allocation			4,597	8,962		
PSBS Allocation			69,647	136,365		
<b>ADM OPS ALLOCATION SUBTOTAL</b>			<b>\$120,239</b>	<b>\$234,132</b>		
<b>TOTAL EXPENSES</b>			<b>\$1,167,445</b>	<b>\$2,228,368</b>		

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**SOUTHERN DIVISION TOLL SUPPORTED BRIDGES**

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$1,712,586	273,374	\$151,273	\$282,072	\$0	\$1,430,515
Part-Time Employee Wages	4,500	750	1,449	2,921	0	1,579
Overtime Wages	51,551	24,782	7,018	7,399	0	44,152
Pension Contributions	550,763	84,730	49,133	95,220	0	455,544
FICA Contributions	135,301	20,815	12,156	22,220	0	113,081
Regular Employee Healthcare Benefits	994,039	165,568	56,665	99,650	0	894,389
Life Insurance Benefits	15,451	2,575	359	2,513	0	12,939
Utility Expense	48,957	10,121	3,916	5,728	0	43,229
Telecommunication Expense	65,032	10,839	5,567	11,124	0	53,909
Professional Development/Meetings	3,025	504	0	0	0	3,025
Vehicle Maintenance Expense and Fuel	8,384	3,036	350	350	0	8,034
Operations Maintenance Expense	61,206	21,056	2,421	2,421	1,678	57,106
Uniform Expense	19,230	3,764	92	92	10,590	8,548
Business Insurance	354,009	59,001	28,585	57,668	0	296,341
Licenses & Inspections Expense	570	474	70	70	0	500
State Police Bridge Security	1,023,577	174,725	81,719	162,720	0	860,857
EZP Equipment/Traffic Counter Maint	4,345	724	0	0	4,344	1
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$5,052,527</b>	<b>\$856,839</b>	<b>\$400,773</b>	<b>\$752,166</b>	<b>\$16,612</b>	<b>\$4,283,748</b>
<b>ADM OPS ALLOCATION</b>						
TES Allocation			9,418	18,050		
Bridge Maint Allocation			5,056	9,809		
Maint/Toll Allocation			2,107	4,108		
PSBS Allocation			44,280	86,213		
<b>ADM OPS ALLOCATION SUBTOTAL</b>			<b>\$60,862</b>	<b>\$118,180</b>		
<b>TOTAL EXPENSES</b>			<b>\$461,635</b>	<b>\$870,346</b>		

**Delaware River Joint Toll Bridge Commission**  
**Budget vs Actual**  
**For the Two Months Ending February 28, 2021**

**NORTHERN DIVISION TOLL SUPPORTED BRIDGES**

	<b>Annual Budget 2021</b>	<b>YTD Budget 2021</b>	<b>Expended For The Month</b>	<b>Expended Year To Date</b>	<b>Encumbered</b>	<b>Remaining Annual Budget</b>
<b>OPERATING EXPENSE</b>						
Regular Employee Salaries	\$2,000,831	320,086	\$153,049	\$305,667	\$0	\$1,695,164
Part-Time Employee Wages	5,400	900	1,497	3,222	0	2,178
Overtime Wages	50,575	22,273	2,982	3,867	0	46,708
Pension Contributions	640,449	98,530	51,568	99,995	0	540,454
FICA Contributions	157,346	24,206	11,908	23,640	0	133,706
Regular Employee Healthcare Benefits	1,140,220	189,916	66,259	113,070	0	1,027,150
Life Insurance Benefits	18,040	3,007	764	2,906	0	15,134
Utility Expense	40,963	6,890	2,345	5,046	0	35,917
Office Expense	864	144	0	0	0	864
Telecommunication Expense	184,434	30,739	14,493	29,347	0	155,087
Professional Development/Meetings	2,247	374	0	0	0	2,247
Vehicle Maintenance Expense and Fuel	7,191	1,199	643	2,433	0	4,759
Operations Maintenance Expense	60,684	19,572	2,337	2,746	7,526	50,412
Uniform Expense	16,644	2,733	104	259	3,892	12,493
Business Insurance	259,913	43,319	20,903	42,308	0	217,605
Licenses & Inspections Expense	1,625	222	0	0	0	1,625
State Police Bridge Security	632,709	108,003	50,513	100,583	0	532,126
EZP Equipment/Traffic Counter Maint	4,335	723	0	0	4,336	(1)
<b>OPERATING EXPENSE SUBTOTAL</b>	<b>\$5,224,471</b>	<b>\$872,835</b>	<b>\$379,366</b>	<b>\$735,088</b>	<b>\$15,754</b>	<b>\$4,473,628</b>
<b>ADM OPS ALLOCATION</b>						
TES Allocation			9,409	18,033		
Bridge Maint Allocation			5,562	10,790		
Maint/Toll Allocation			2,107	4,108		
PSBS Allocation			39,227	76,331		
<b>ADM OPS ALLOCATION SUBTOTAL</b>			<b>\$56,305</b>	<b>\$109,261</b>		
<b>TOTAL EXPENSES</b>			<b>\$435,671</b>	<b>\$844,349</b>		



**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION SYSTEM**  
**STATEMENT OF REVENUE AND EXPENSES FOR THE TWO MONTHS ENDED FEBRUARY 28, 2021**

	Southern Toll Bridges	Central Toll Bridges	Northern Toll Bridges	Toll Bridges Subtotal	Southern Region TSB	Northern Region TSB	TSB Subtotal	Administration Operation	Administration Administrative	ADM Subtotal	TOTAL 2021	TOTAL 2020
<b>TOLL REVENUE</b>												
Net Toll Revenue	4,710,785	10,515,716	5,184,664	20,411,166	-	-	-	-	-	-	20,411,166	23,237,460
EZPass Fee	79,199	165,950	85,516	330,665	-	-	-	-	-	-	330,665	256,217
Net Violation Fee Income	428,621	345,483	219,583	993,687	-	-	-	-	-	-	993,687	739,578
<b>REVENUE FROM TOLL</b>	<b>\$ 5,218,605</b>	<b>\$ 11,027,150</b>	<b>\$ 5,489,764</b>	<b>\$ 21,735,518</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,735,518</b>	<b>\$ 24,233,254</b>
<b>OPERATING EXPENSE</b>												
Regular Employee Salaries	645,271	607,433	651,423	1,904,127	282,072	305,667	587,739	476,206	725,871	1,202,076	3,693,943	4,735,986
Part-Time Employee Wages	3,961	5,945	6,647	16,552	2,921	3,222	6,143	-	-	-	22,696	29,271
Summer Employee Wages	-	-	-	-	-	-	-	-	-	-	-	-
Overtime Wages	68,617	45,515	60,871	175,004	7,399	3,867	11,265	2,656	1,116	3,771	190,041	91,458
Pension Contributions	173,140	204,449	207,509	585,099	95,220	99,995	195,214	205,979	208,732	414,711	1,195,025	1,469,915
FICA Contributions	54,366	49,861	54,553	158,780	22,220	23,640	45,860	51,989	55,574	107,563	312,203	381,393
Regular Employee Healthcare Benefits	233,736	232,481	223,324	689,542	99,650	113,070	212,720	145,331	152,257	297,588	1,199,850	1,519,068
Life Insurance Benefits	6,208	6,055	5,723	17,986	2,513	2,906	5,419	6,670	6,461	13,130	36,536	42,063
Unemployment Compensation Benefits	-	-	-	-	-	-	-	-	5,211	5,211	5,211	-
Utility Expense	46,531	33,240	29,382	109,153	5,728	5,046	10,774	-	16,256	16,256	136,184	129,919
Office Expense	2,922	1,364	893	5,179	-	-	-	3,858	19,527	23,384	28,563	18,547
Telecommunication Expense	20,698	59,731	55,087	135,516	11,124	29,347	40,470	13,849	16,007	29,857	205,843	206,628
Information Technology Expense	-	-	-	-	-	-	-	-	62,888	62,888	62,888	64,046
Professional Development/Meetings	123	153	99	375	-	-	-	2,025	37,060	39,085	39,461	47,155
Vehicle Maintenance Expense and Fuel	(9,921)	12,037	8,346	10,462	350	2,433	2,783	170	1,965	2,134	15,379	26,743
Operations Maintenance Expense	68,879	57,045	30,571	156,495	2,421	2,746	5,167	-	6,300	6,300	167,962	62,610
ESS Operating Maintenance Expense	-	-	-	-	-	-	-	160,002	-	160,002	160,002	172,952
Commission Expense	-	-	-	-	-	-	-	-	967	967	967	2,746
Toll Collection Expense	1,422	1,751	3,126	6,299	-	-	-	-	-	-	6,299	8,235
Uniform Expense	1,027	476	1,035	2,538	92	259	351	4,628	1,474	6,102	8,991	14,794
Business Insurance	236,137	165,855	157,434	559,425	57,668	42,308	99,976	13,778	42,724	56,502	715,903	602,269
Licenses & Inspections Expense	483	125	214	822	70	-	70	-	-	-	892	1,989
Advertising	-	-	-	-	-	-	-	-	1,262	1,262	1,262	1,002
Professional Services	-	-	-	-	-	-	-	3,620	111,238	114,859	114,859	226,960
State Police Bridge Security	294,579	285,227	195,971	775,777	162,720	100,583	263,303	-	-	-	1,039,080	962,496
EZP Equip/Traffic Counter Maint	64,965	54,970	64,962	184,897	-	-	-	-	-	-	184,897	182,061
General Contingency	-	-	-	-	-	-	-	-	-	-	-	-
EZPass Operating Expense	606,547	323,131	237,064	1,166,741	-	-	-	-	-	-	1,166,741	964,338
<b>TOTAL OP., MAINT., &amp; ADM</b>	<b>\$ 2,519,691</b>	<b>\$ 2,146,844</b>	<b>\$ 1,994,236</b>	<b>\$ 6,660,771</b>	<b>\$ 752,166</b>	<b>\$ 735,088</b>	<b>\$ 1,487,254</b>	<b>\$ 1,090,761</b>	<b>\$ 1,472,890</b>	<b>\$ 2,563,651</b>	<b>\$ 10,711,676</b>	<b>\$ 11,964,644</b>
<b>ADM OPS ALLOCATION</b>												
TES Allocation	27,058	34,708	35,166	96,932	18,050	18,033	36,083	(153,286)	20,271	(133,014)	-	-
Toll Ops Allocation	30,097	40,129	30,097	100,323	-	-	-	(100,323)	-	(100,323)	-	-
Bridge Maint Allocation	24,522	29,427	23,542	77,491	9,809	10,790	20,599	(98,090)	-	(98,090)	-	-
Maint/Toll Allocation	8,215	11,950	8,962	29,127	4,108	4,108	8,215	(37,343)	-	(37,343)	-	-
PSBS Allocation	139,411	90,910	136,365	366,686	86,213	76,331	162,545	(529,230)	-	(529,230)	-	-
<b>TOTAL ADM OPS ALLOCATION</b>	<b>\$ 229,304</b>	<b>\$ 207,124</b>	<b>\$ 234,132</b>	<b>\$ 670,559</b>	<b>\$ 118,180</b>	<b>\$ 109,261</b>	<b>\$ 227,442</b>	<b>\$ (918,272)</b>	<b>\$ 20,271</b>	<b>\$ (898,000)</b>	<b>\$ -</b>	<b>\$ -</b>
<b>OTHER OPERATING INC/EXP</b>												
Other Operating Income	-	-	-	-	-	-	-	-	4,946	4,946	4,946	6,025
<b>TOTAL OTHER OP INC</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,946</b>	<b>\$ 4,946</b>	<b>\$ 4,946</b>	<b>\$ 6,025</b>
<b>NET OPERATING INC</b>	<b>\$ 2,469,610</b>	<b>\$ 8,673,182</b>	<b>\$ 3,261,396</b>	<b>\$ 14,404,188</b>	<b>\$ (870,346)</b>	<b>\$ (844,349)</b>	<b>\$ (1,714,696)</b>	<b>\$ (172,489)</b>	<b>\$ (1,488,216)</b>	<b>\$ (1,660,705)</b>	<b>\$ 11,028,788</b>	<b>\$ 12,274,635</b>
<b>NON-OPERATING REV/EXP</b>												
Interest Revenue											102,519	2,249,244
Other Non-Operating Revenue											-	-
Interest Expense											(4,675,720)	(4,338,987)
Depreciation Expense												
<b>TOTAL NON-OPS REV/EXP</b>											<b>\$ (4,573,201)</b>	<b>\$ (2,089,743)</b>
<b>CHANGE IN NET ASSETS</b>											<b>\$ 6,455,587</b>	<b>\$ 10,184,891</b>

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **ADMINISTRATION**

The following Pages reflect the reports on those items assigned to the Administration Department. Each item is reported separately and page numbered accordingly.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**PURCHASING REPORT INDEX**

**MONTH OF FEBRUARY 2021**

SUBJECT	DESCRIPTION	PAGE NUMBER
Purchasing	Monthly Purchasing Report Covering the Month of February, 2021	1-4

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **MONTHLY PURCHASING REPORT**

**Month of February 2021**

This report itemizes all orders for purchases made for the month of February, 2021, showing the divisions chargeable for the expense and the source of authority for issuance of the Purchase Order. This authority is broken into three categories:

- (1) By authority of the Commission
- (2) By authority of the Executive Director or his designate
- (3) By authority of the Director

The purchasing activities for the month of February, 2021, culminated in the preparation and placement of 45 purchase orders in the total amount of \$697,458.93. For two (2) of these purchases, six (6) price inquiries were sent out for an average of three (3) inquiries per Order ( $6/2=3.0$ ).

Procurements of over \$5,000.00 during the period of February, 2021 are shown below:

- Six (6) Purchase Orders were issued, in the total amount of \$365,652.02 for roadway salt for Commission Facilities;
- One (1) Purchase Order was issued, in the total amount of \$96,206.40 for ADP Workforce and E-Time Software;
- One (1) Purchase Order was issued, in the total amount of \$44,562.04 for the lease of 32 multi-functional copiers;
- One (1) Purchase Order was let, in the total amount of \$20,362.40 for copy charges;
- A Purchase Order was issued, in the total amount of \$17,297.73 for SIP phone trunk lines for the Admn. Bldg. @ SF, BM/AET Bldg. and EP locations.

In addition to the practices employed incidental to purchase of materials, etc., from vendors on a direct basis, the Commission also purchases via direct utilization of the purchasing processes of the State of New Jersey, the Commonwealth of Pennsylvania and other joint purchasing arrangements.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION  
REPORT OF PURCHASING ACTIVITIES**

**February 2021**

PO Number	Vendor Name	General Description	Req Dept	Contract/Resolution/ Comment	<b>** BY AUTHORITY OF **</b>		Director
					Commission	Director of Purchasing	
20210047	GRAINGER	RESPIRATORS & CARTRIDGES	MULTI	OMNIA 192163		4,664.00	
20210048	OFFICE BASICS	CLEANING SUPPLIES HDOX	MULTI	COSTARS 5		6,000.00	
20210049	PITNEY BOWES	POSTAGE FOR ADMIN. BLDG. @ SF	AB SF			2,000.00	
20210050	DE LAGE LANDEN FINANCIAL SERV	32 MFP COPIERS LEASE	MULTI	COSTARS 1		44,562.04	
20210051	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL & ATTENUATOR RPLCMN	PC	3426-12-17	6,726.80		
20210052	BINSKY SERVICE	BOILER REPAIR	DWG			785.00	
20210053	MORTON SALT INC.	BULK ROADWAY SALT-EP	EP	NJ T-0213		50,176.00	
20210054	RIVERSIDE CONSTRUCTION MATERIALS, INC.	BULK ROADWAY SALT-TM	TM	PA Bulk Salt COOP		55,199.77	
20210055	RIVERSIDE CONSTRUCTION MATERIALS, INC.	BULK ROADWAY SALT-NHL	NHL	PA Bulk Salt COOP		39,279.79	
20210056	STARR UNIFORM	CLOTHING: ESS UNIFORM	ESS	COSTARS 12			140.52
20210057	STARR UNIFORM	CLOTHING: PSBS	PSBS	COSTARS 12		14,482.14	
20210058	MORTON SALT INC.	BULK ROADWAY SALT-PC	PC	NJ T-0213		86,450.00	
20210059	MORTON SALT INC.	BULK ROADWAY SALT-MM	MM	NJ T-0213		39,612.00	
20210060	RIVERSIDE CONSTRUCTION MATERIALS, INC.	BULK ROADWAY SALT- 178	178	PA Bulk Salt COOP		124,934.46	
20210061	CENTRAL AUTO TOPS	REPLACEMENT MOLDED FOAM SEAT	DWG			400.00	
20210062	GRAINGER	AC/HEATING UNIT FOR TOLL	DWG	NJ M-0002		836.63	
20210063	GRAINGER	FIRST AID KITS	TES	NJ M-0002		630.00	
20210064	E.M. KUTZ, INC.	HITCH REPAIR ( MACK)	DWG	COSTARS 25		6,308.00	
20210065	GEORGE ALLEN WASTEWATER	GEORGE ALLEN WASTE WATER MGT	NHL			310.00	
20210066	PENNSYLVANIA STATE ASSOC. OF TOWNSHIP SUPERVISORS	EDUCATIONAL & TRAINING SCVS	TES			5,850.00	
20210067	BINSKY SERVICE	EMERGENCY BOILER REPAIR	EP			3,315.00	

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION  
REPORT OF PURCHASING ACTIVITIES**

**February 2021**

PO Number	Vendor Name	General Description	Req Dept	Contract/Resolution/ Comment	<b>** BY AUTHORITY OF **</b>		
					Commission	Director of Purchasing	Director
20210068	E.M. KUTZ, INC.	PLOW BLADES-TM	TM	COSTARS 25		7,525.00	
20210069	JOHN DEERE COMPANY	JOHN DEERE 2 STAGE SNOWBLOWER	DWG	PA 4400020085		1,721.40	
20210070	FRED BEANS PARTS, INC	TURBO REPLACEMENT F250	DWG	PA 4400015878		912.99	
20210071	SIGNAL SERVICE INC	TRAFFIC COUNTER MAINT. SVCS	ENG	COSTARS 40		15,625.00	
20210072	STARR UNIFORM	CLOTHING: ESS UNIFORM	ESS	COSTARS 12			113.07
20210073	ASSOCIATED IMAGING SOLUTIONS	COPY CHARGES-2021	PUR	COSTARS 1		20,362.40	
20210074	TILLEY FIRE SOLUTIONS LLC	FIRE ALARM REPAIR-TM	TM			1,158.89	
20210075	TILLEY FIRE SOLUTIONS LLC	FIRE ALARM MAINTENANCE PROGRAM	MULTI			6,223.75	
20210076	INNOVATIVE SURFACE SOLUTIONS	LIQUID MAGNESIUM CHLORIDE	MULTI			9,462.60	
20210077	CRYSTAL SPRINGS	BOTTLED WATER SERVICE TM/NHL	MULTI	PA 4400015787		3,200.00	
20210078	NUSO	SIP PHONE TRUNK LINES @ BM/AET	SFT			3,200.00	
20210079	NUSO	SIP PHONE TRUNK LINES @ EP	EP			3,800.40	
20210080	NUSO	SIP PHONE TRUNK LINES @ SF ADM	AB SF			10,297.33	
20210081	ADP, LLC	ADP WORKFORCE & ETIME SFTWRE	IT	NIPA R141901		96,206.40	
20210082	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL REPAIR/REPLACE	I78	3426-12-17	1,575.00		
20210083	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL REPAIR/REPLACE	I78	3426-12-17	3,900.00		
20210084	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL REPAIR/REPLACE	EP	3426-12-17	8,000.00		
20210085	ROB'S AUTMOTIVE AND COLLISION CENTER	TOW SERVICE	TM			750.00	
20210086	HORWITH FREIGHTLINER TRUCK CEN	INJECTOR PUMP	PC			986.83	
20210087	PAPER MART INCORPORATED	CARDSTOCK PAPER	NHL			266.94	
20210088	STARR UNIFORM	UNIFORM PATCHES	MULTI	COSTARS 12		750.00	

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION  
REPORT OF PURCHASING ACTIVITIES**

**February 2021**

PO Number	Vendor Name	General Description	Req Dept	Contract/Resolution/ Comment	<b>** BY AUTHORITY OF **</b>		
					Commission	Director of Purchasing	Director
20210089	GRIFFIN AUTOMOTIVE INFORMATION SERVICE	DIAGNOSTIC SCANNER SOFTWARE	MM			2,500.00	
20210090	Y-PERS	WIPING RAGS	EP			1,525.50	
20210091	PMG SM PA LLC	ASPHALT REPAIR	MULTI			4,733.28	
<b>Purchase Order Count: 45</b>				<b>AUTHORITY TOTALS:</b>	<b>\$20,201.80</b>	<b>\$677,003.54</b>	<b>\$253.59</b>
				<b>GRAND TOTAL:</b>	<b>\$697,458.93</b>		



Delaware River Joint Toll Bridge Commission  
Meeting of March 29, 2021

**E-ZPASS REPORT**  
**CUSTOMER SERVICE CENTER/VIOLATIONS PROCESSING CENTER (CSC/VPC)**  
**OPERATIONS REPORT FOR THE E-ZPASS SYSTEM**  
**FEBRUARY 2021**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
<b>E-ZPass CSC/VPC Operations Report</b>	<b>E-ZPass CSC/VPC Operations Report February</b>	<b>1-4</b>

Delaware River Joint Toll Bridge Commission  
Meeting of March 29, 2021

**E-ZPASS REPORT  
CUSTOMER SERVICE CENTER/VIOLATIONS PROCESSING CENTER (CSC/VPC)  
OPERATIONS REPORT FOR THE E-ZPASS SYSTEM  
FEBRUARY 2021**

E-ZPass Account and Transponder Information as reported by Conduent State and Local  
Solutions, Inc. (CSC/VPC Provider)

Total Number of Migrated DRJTBC and NJ CSC E-ZPass Accounts

Migrated Business Accounts	Migrated Private Accounts	Total Number of Migrated Accounts	Total Number of NJ CSC Active Accounts
1,654	77,339	78,993	4,099,371

Total Number of Migrated DRJTBC (029) Transponders and NJ CSC E-ZPass Transponders

Migrated Business Account Transponders	Migrated Private Account Transponders	Total Number of Migrated Transponders	Total Number of NJ CSC Active Transponders
9,228	131,323	140,551	5,585,579

The Commission will be able to identify 78,993 migrated accounts through a prefix account number (60000). This number will precede the 4-digit account assigned to these accounts. The prefix number was provided in order for the Commission to identify all migrated E-ZPass accounts.

Delaware River Joint Toll Bridge Commission  
Meeting of March 29, 2021

**E-ZPASS REPORT  
CUSTOMER SERVICE CENTER/VIOLATIONS PROCESSING CENTER (CSC/VPC)  
OPERATIONS REPORT FOR THE E-ZPASS SYSTEM  
FEBRUARY 2021**

<b>E-ZPass Department Call Activity</b>	<b>Total Calls for February</b>
<b><i>CSC/VPC Inquiries</i></b>	
Account Modification Requests	36
Violation Notification Inquires	4
SFB Inquiries (commuter discount/toll by plate)	42
<b><i>General Commission Inquiries</i></b>	
Calls referred to Other Departments (H.R., Eng., ESS)	12
<b><i>Web-Inquiries</i></b>	
Account Updates	20
Violations	19
Disputes	46
<b>TOTAL NUMBER OF CALLS</b>	<b>179</b>

E-ZPass account modification requests and violation inquiries represent an increase in calls for January.

<b>SCUDDER FALLS BRIDGE</b>	<b>TOLL-BY-PLATE BILLS AND VIOLATION NOTICES MAILED IN FEBRUARY</b>
TOLL BILL A	18,231
TOLL BILL B	8,831
LEVEL 1 VIOLATIONS	11,148
LEVEL 2 VIOLATIONS	6,645

**E-ZPASS REPORT  
CUSTOMER SERVICE CENTER/VIOLATIONS PROCESSING CENTER (CSC/VPC)  
OPERATIONS REPORT FOR THE E-ZPASS SYSTEM  
FEBRUARY 2021**

**CSC/VPC Post-Migration Collection Update:**

As a result of post-migration collection efforts from May 2014 – February 2021, New Jersey E-ZPass reports \$6,099,482.34 collected in tolls and \$19,251,482.43 collected in fees.

**Collection Account Updates:**

**CRST Lincoln Sales - August Settlement:** DRJTBC received payment in the amount of \$43,188.15 for violation transactions from February 2016 through July 2019. The full outstanding toll in the amount of \$14,428.15 was paid. Conduent receives a percentage share of the administrative fee. Therefore, DRJTBC received payment for the fees in the amount of \$19,185.00. Commission counsel filed a civil complaint for the outstanding amount. General Counsel for CRST International, Inc. and Commission counsel representing Florio Perucci Steinhardt & Capelli negotiated payment for the entire outstanding amount.

**Transcom - August Settlement:** DRJTBC received payment in the amount of \$5,000.00 representing outstanding tolls from April 2014-October 2018. Commission counsel filed a civil complaint for the outstanding amount. Counsel for Transcom and Commission counsel representing Florio Perucci Steinhardt & Capelli negotiated payment.

**JCV Trucking - September Settlement:** DRJTBC will receive payment in the amount of \$100,050.00 representing outstanding tolls and a portion of fees for violation transactions from 2014-2018. The full outstanding toll in the amount of \$67,098 will be paid. \$32,952.00 will be applied to \$143,010.00 in outstanding fees. Commission counsel filed a civil lawsuit for the outstanding amounts. A hearing in Federal Bankruptcy Court was scheduled on September 24<sup>th</sup> which resulted in JCV's Chapter 11 Reorganization Plan and Disclosure Statement. Monthly payments will be paid in the amount of \$1,334.00 over 75 months.

**TMT Trucking:** On 12/19/19, DRJTBC was awarded \$40,000.00 during an arbitration hearing. The defendant as well as the Commission has 30 days to appeal the verdict. The Commission nor the defendant has appealed the verdict. The current outstanding amount owed to the Commission in tolls is \$19,584.00 and \$31,290.00 in fees.

**Jhonatan Trucking:** Arbitration awarded to the Commission in the amount of \$75,015.50 for outstanding tolls and fees.

**E-Z PASS REPORT  
CUSTOMER SERVICE CENTER/VIOLATIONS PROCESSING CENTER (CSC/VPC)  
OPERATIONS REPORT FOR THE E-ZPASS SYSTEM  
FEBRUARY 2021**

**Violation Camera Monitoring:**

The E-ZPass Department in tandem with TransCore's Field Service Technicians (FSTs) monitor vehicle license plate images in the Southern, Central and Northern Regions through the Commission's Violation Enforcement System (VES).

**IAG, New Jersey Turnpike Authority (NJTA) and Electronic Toll Collection System (ETC)  
Meetings and Workshops**

Continue to represent the Commission at the following committees, meetings and workshops:

1. IAG Reciprocity Committee
2. IAG Public Relations & Marketing Committee
3. IAG Legal Committee
4. IAG Rental/Fleet Car Subgroup Committee
5. New Jersey Turnpike Authority Project Status Meetings
6. New Jersey Customer Service Center Requirements Meetings

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**ELECTRONIC TOLL COLLECTION PROGRAM**

**MONTH OF FEBRUARY 2021**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
ETC PROGRAM	Electronic Toll Collection Program Report	1-2

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**ELECTRONIC TOLL COLLECTION PROGRAM**  
**MONTH OF FEBRUARY 2021**

The following items were recently initiated, accomplished or performed during the above noted month:

Activities for the In-Lane Toll System

1. Kapsch submitted a list of recommendations for tuning adjustments for the Commission's transponder readers. The recommendations were submitted to TransCore for review and implementation. TransCore adjusted the reader tuning at Trenton-Morrisville Toll Bridge to improve transponder reading and currently monitoring to confirm the results. Additionally, TransCore repaired a failed channel within the existing reader at this location.
2. TransCore replaced a failed roadway loop at the I-78 Toll Bridge and we are coordinating with the Scudder Falls Bridge contractor to repair a failed loop at the Scudder Falls Toll Bridge.
3. TransCore submitted an order of magnitude estimate for the replacement of the roadway loops located within each conventional toll plaza lane and the Open Road Tolling zone as these will need to be replaced during the Delaware Water Gap Toll Bridge pavement rehabilitation project.
4. TransCore and Commission Staff participated in a Scudder Falls Bridge coordination meeting to plan to transition the toll lanes from the current interim configuration to the final configuration in the fall of 2021.
5. Commission Staff and TransCore meet monthly to review and discuss system operational and maintenance items. A weekly call also takes place to briefly review system maintenance items for the week.

Activities for the E-ZPass Customer Service Center/Violation Processing Center

1. The New Jersey Turnpike Authority (NJTA), as the lead agency, is facilitating all meetings with the other agencies and Conduent to manage the implementation of outstanding system elements for the New Jersey E-ZPass Customer Service Center.
2. Commission staff worked with Conduent to establish their communication connection to the disaster recovery toll host located at the New Hope Administration Building. TransCore completed the network router configurations for the disaster recovery toll



**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

host. Conduent will finalize the connectivity of the NJ CSC to the disaster recovery toll host and will then test the end to end connection.

General Electronic Toll Collection Program Activities

1. Mr. Stracciolini participated in the IAG E-ZPass Executive Management Committee meeting and Policy Committee meetings.
2. Mr. Stracciolini is participating in the IAG's Tag Only Procurement team, Non-toll Business Opportunity Task Force and Protocol Planning Working Group.
3. Mr. Stracciolini is the Co-Chair of the IAG's Next Generation Equipment Procurement Committee and has facilitated several working meetings with the consulting team for preparation of a Request for Proposals.
4. Mr. Stracciolini served on the evaluation committee for the review of proposals in response to the IAG Interoperability Hub Request for Proposals.

**Delaware River Joint Toll Bridge  
Commission Meeting of March 29, 2021**

**CONTRACT COMPLIANCE REPORT INDEX**

**Month of February 2021**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
<b>Contract Compliance Program Operations Report</b>	<b>Operations Report February 2021</b>	<b>1-16</b>

**Delaware River Joint Toll Bridge Commission  
Month of February 2021**

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**Delaware River Joint Toll Bridge Commission**  
**Month of February 2021**

**IBE PROGRAM OVERVIEW**

The Delaware River Joint Toll Bridge Commission (Commission) established an IBE Program (MBE/WBE/SBE/DBE/DsBE/VBE) with a target of 25% for all Professional Services and Construction Contracts awarded by the Commission effective July 1, 2014. To date, the Commission has awarded **(65)** contracts with the IBE Program requirements. Currently, there are **(34)** active projects and **(31)** completed projects.

**IBE Program Requirements**

The Commission began using Elation Systems effective January 2017, as the online system for Payment Verification and Certified Payroll Reporting (CPR). All contracts awarded by the Commission to a Prime Consultant/Prime Contractor and their Subconsultants and Subcontractors use this service free of charge. Online training is available to vendors on how to use Elation Systems. The Contract Compliance Department and Elation Support Staff are available to assist all users.

The Contract Compliance Department (CCD) monitors, posts and reports data in regards to all payments. The CCD also reviews all Certified Payrolls submitted into Elation Systems.

*The following are all mandatory requirements:*

**Company On-Line Registration:**

- i. All Primes must register their company and activate an account in Elation Systems; *and*
- ii. All Primes must also ensure that all Subconsultants and Subcontractors register their company and activate an account in Elation Systems.

**Payment Verification:**

- i. Prime Contractors must post all payments to their Subconsultants and/or Subcontractors in Elation Systems; *and*
- ii. Prime Contractors and their Subconsultants and/or Subcontractors must confirm all payments received in Elation Systems.

**Certified Payroll Reporting:**

- i. All Prime Contractors are responsible for assigning someone from their staff with the responsibility to review, approve, and upload their CPR(s) on a weekly basis into Elation Systems; *and*
- ii. All Prime Contractors must also ensure that their Subcontractors upload their CPR(s) on a weekly basis into Elation Systems.

Prime Consultants / Contractors IBE Target performance will be displayed / available on the Commission's public website.

**Delaware River Joint Toll Bridge Commission**  
**Month of February 2021**

**Contract Compliance Department Compliance**  
**IBE Scores Overview**

The Commission through its Contract Compliance Department has instituted a Compliance Score Ranking that will be included in the Monthly Contract Compliance Report for all Professional Services and Construction Projects.

The Compliance Score Ranking is an ongoing summary of data presented on Active and Completed contracts, which includes the tracking of payments from Prime Consultants and Contractors to IBE Subconsultants and Subcontractors, and the Prime Contractors Workforce Utilization. The Scores will illustrate the progress and participation to meet the Targets by Prime Consultants and Contractors as part of the IBE program.

The complete and timely reporting of payments and certified payrolls to the Elation Systems by the Prime Consultants and Prime Contractors, and their Subconsultants and Subcontractors, will assist the Prime Consultant and Prime Contractor in tracking the data to meet their targets.

Accordingly, each Prime will also be given a final grade at the completion of each project. Additionally, the data will be uploaded onto the Commission's public website on a monthly basis. ***The Score(s) are factored using the following criteria:***

**IBE PAYMENTS**

The payments by the Prime Consultant / Contractor to each of their IBE Subconsultants / Subcontractors will be calculated based on the criteria set by the Commission's 25% IBE Target.

**WORKFORCE UTILIZATION**

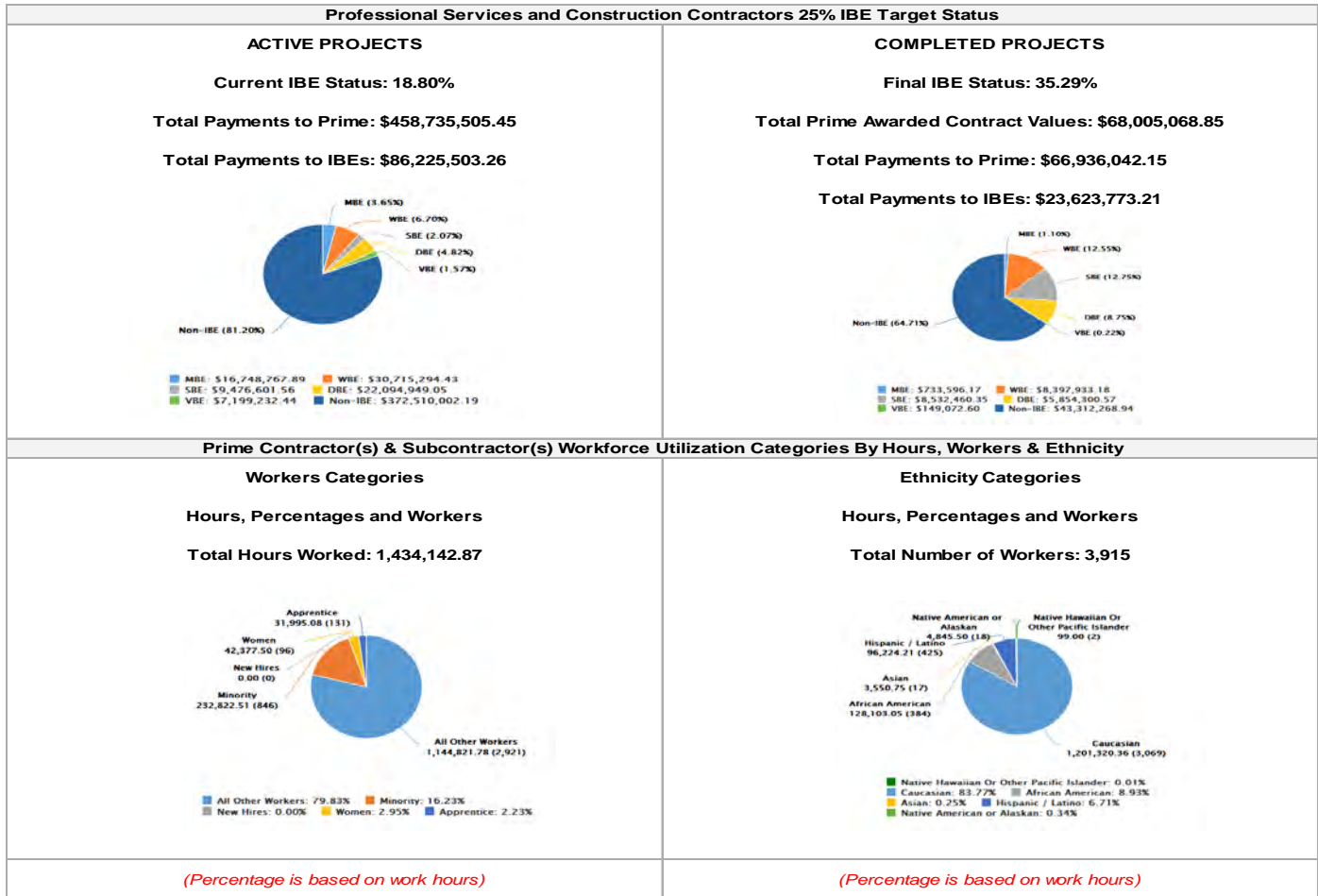
Workforce utilization contains 2 levels of scoring and documents the hourly employee utilization by workforce type, ethnicity and gender.

<b>IBE Payments Legend</b>	
<b>Score Rankings</b>	<b>IBE Commitment Participation</b>
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

<b>Workforce Utilization Legend</b>		
<b>Score Rankings</b>	<b>Workforce Commitment Participation</b>	<b>Ethnicity &amp; Gender Participation</b>
A+	30% & above	25% & a above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below





# Delaware River Joint Toll Bridge Commission Month of February 2021





## FEBRUARY 2021 IBE SUMMARY REPORT



	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Active Professional and Construction Projects Totals	\$ 586,261,348.31	\$ 458,735,505.45	\$ 86,225,503.26	18.80%	C
Active Professional Services Projects Totals	\$ 100,387,758.35	\$ 74,198,872.03	\$ 18,776,690.79	25.31%	B

	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Completed Professional and Construction Projects Totals	\$ 586,261,348.31	\$ 458,735,505.45	\$ 86,225,503.26	18.80%	C
Completed Professional Services Projects Totals	\$ 7,006,035.49	\$ 6,705,386.58	\$ 1,246,907.99	18.60%	C

ACTIVE CONSTRUCTION PROJECTS														
Payments Summary					Workforce Hours Summary 19.12%						Ethnicity Participation Summary			
Total  Contracts  Value	Total Prime  P / T / D	Total IBE  P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$485,873,589.96	\$384,536,633.42	\$67,448,812.47	17.54%	C	3116	1,313,913.51	1,102,823.05	211,090.46	40,102.25	B	83.93%	16.07%	3.05%	A

COMPLETED CONSTRUCTION PROJECTS														
Payments Summary					Workforce Hours Summary 19.97%					Ethnicity Participation Summary				
Total  Contracts  Value	Total Prime  P / T / D	Total IBE  P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$60,999,033.36	\$60,230,655.57	\$22,376,865.22	37.15%	A	864	120,229.36	98,497.31	21,732.05	2,275.25	B	81.92%	18.08%	1.89%	A

# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Active Professional Services Projects Payments Detail Report

Date: From 07/01/2014 To 02/28/2021

IBE Payments Legend	
Score Rankings	IBE Commitment
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Active Professional and Construction Projects Totals	\$ 586,261,348.31	\$ 458,735,505.45	\$ 86,225,503.26	18.80%	C
Active Professional Services Projects Totals	\$ 100,387,758.35	\$ 74,198,872.03	\$ 18,776,690.79	25.31%	B

	Prime Consultants	IBE Firm	Project Title	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
1	Gannett Fleming Inc. - Camp Hill, PA		C-519A GANNETT - Southern Operations & Maintenance Facilities Improvements	\$ 4,848,884.63	\$ 3,256,843.98	\$ 761,052.69	23.37%	C+
2	Greenman-Pedersen, Inc.		C-590A PROFESSIONAL ENGINEERING	\$ 1,420,768.65	\$ 961,198.47	\$ 322,044.21	33.50%	B+
3	Michael Baker International, Inc.		C-660A BAKER - SFB Replacement Project Final Design Services	\$ 33,626,658.74	\$ 32,125,757.15	\$ 6,534,136.39	20.34%	C+
4	McCormick Taylor, Inc.		C-662A McCORMICK - SFB Replacement	\$ 1,800,016.87	\$ 1,333,954.98	\$ 364,088.20	27.29%	B
5	Cherry, Weber & Associates, P.C.		C-684A-2 Van Cleef Engineering Associates, LLC - formally - CHERRY	\$ 1,260,000.00	\$ 1,178,097.76	\$ 285,164.63	24.21%	C+
6	French & Parrello Associates (IBE Prime)	VBE	C-696B FRENCH - TOA/ Engineering Services - NJ Assignment	\$ 500,000.00	\$ 139,135.60	\$ 139,135.60	100.00%	A+
7	Rummel, Klepper and Kahl, LLP		C-701A RK&K - TOA/ Engineering Services for Electronic Toll Collection	\$ 500,000.00	\$ 461,377.87	\$ 91,464.15	19.82%	C
8	IH Engineers, P.C. (IBE Prime)	MBE	C-702B IH ENGS (IBE)- STRUCTURAL / CIVIL TASK ORDER AGREEMENT - NJ	\$ 1,000,000.00	\$ 841,938.28	\$ 841,938.28	100.00%	A+
9	Urban Engineers, Inc.		C-703A URBAN - TOA/ Construction	\$ 500,000.00	\$ 445,990.62	\$ 89,676.75	20.11%	C+
10	Greenman-Pedersen, Inc.		C-704A GPI / New Hope-Lambertville Toll	\$ 500,000.00	\$ 499,094.35	\$ 26,283.06	5.27%	D
11	USA Architects (IBE Prime)	SBE	C-707A USA - Commission Administration Building at Scudder Falls	\$ 1,376,451.71	\$ 1,376,354.11	\$ 1,376,354.11	100.00%	A+
12	Pennoni Associates Inc		C-715A PENNONI ASSOCIATES INC -	\$ 1,000,000.00	\$ 814,127.51	\$ 198,308.65	24.36%	C+
13	Johnson, Mirmiran and Thompson, Inc.		C-716A JMT (JOHNSON, MIRMIRAN & THOMPSON) - Facilities Task Order	\$ 500,000.00	\$ 131,036.70	\$ -	0.00%	F
14	The Gordian Group, Inc.		C-727A THE GORDIAN GROUP, INC.- JOB	\$ 650,000.00	\$ 259,744.14	\$ -	0.00%	F
15	Rummel, Klepper and Kahl, LLP		C-728A RUMMEL, KLEPPER & KAHL - ELECTRONIC TOLL COLLECTION /	\$ 500,000.00	\$ 94,510.13	\$ -	0.00%	F
16	French & Parrello Associates (IBE Prime)	VBE	C-729A FRENCH & PARRELLO ASSOCIATES - FACILITIES TASK ORDER	\$ 500,000.00	\$ -	\$ -	0.00%	N/A
17	Arora and Associates, P.C. (IBE Prime)	MBE	C-732A ARORA AND ASSOCIATES, PC.- (IBE) - Structural Civil TOA - NJ	\$ 2,000,000.00	\$ 352,029.47	\$ 352,029.47	100.00%	A+
18	KS Engineers, P.C. (IBE Prime)	MBE	C-733A KS ENGINEERS, P.C. - CONSTRUCTION MANAGEMENT	\$ 500,000.00	\$ 40,101.75	\$ 40,101.75	100.00%	A+
19	WSP/PARSONS BRINCKERHOFF, INC		C-750A WSP - USA - STRUCTURAL / CIVIL TASK ORDER AGREEMENT (TOA)	\$ 1,000,000.00	\$ -	\$ -	0.00%	N/A
20	TRC Engineers		CI-671A TRC - SFB Replacement Project	\$ 6,515,220.03	\$ 3,334,361.95	\$ 1,259,325.73	37.77%	A
21	WSP/PARSONS BRINCKERHOFF, INC		CI-672A PARSONS (WSP) - SFB Replacement Project Engineering	\$ 7,776,718.32	\$ 3,991,282.65	\$ 1,106,135.00	27.71%	B
22	Gannett Fleming Inc. - Camp Hill, PA		CI-673A GANNETT - SFB Replacement Project Engineering Services for NJ	\$ 6,568,103.32	\$ 4,647,788.73	\$ 1,582,453.98	34.05%	B+
23	Hill International, Inc. - Philadelphia, PA		CM-669A HILL - SFB Replacement Project Construction Management Services	\$ 25,015,066.98	\$ 17,384,359.49	\$ 3,371,248.18	19.39%	C
24	Joseph Jingoli & Son, Inc.		CM-707A JINGOLI - Commission	\$ 529,869.10	\$ 529,786.34	\$ 35,749.96	6.75%	D

\*Met or Exceeded the Target

\*Did Not Meet the Target

\*P/T/D = Paid To Date

# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Completed Professional Services Projects Payments Detail Report

Date: From 07/01/2014 To 02/28/2021

IBE Payments Legend	
Score Rankings	IBE Commitment
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Completed Professional and Construction Projects Totals	\$ 586,261,348.31	\$ 458,735,505.45	\$ 86,225,503.26	18.80%	C
Completed Professional Services Projects Totals	\$ 7,006,035.49	\$ 6,705,386.58	\$ 1,246,907.99	18.60%	C

	Prime Consultants	IBE Firm	Project Title	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
1	Burns Engineering, Inc.		C-508A BURNS - I-78 Maintenance	\$ 717,042.74	\$ 717,042.74	\$ 305,795.94	42.65%	A
2	Gannett Fleming Inc. - Camp Hill, PA		C-644A GANNETT - I-78 Bridges & Approach Slab Rehabilitation	\$ 651,157.49	\$ 600,565.63	\$ 42,925.47	7.15%	D
3	Ammann & Whitney		C-650A AMMANN - Riverton / Belvidere	\$ 517,538.84	\$ 451,072.33	\$ 36,347.80	8.06%	D
4	Joseph Jingoli & Son, Inc.		C-657A JINGOLI - TOA / Building	\$ 297,447.93	\$ 297,447.96	\$ 13,380.00	4.50%	F
5	Pennoni Associates Inc		C-663A PENNONI - SFB Replacement	\$ 237,424.67	\$ 237,424.67	\$ 118,547.24	49.93%	A+
6	Johnson, Mirmiran and Thompson, Inc.		C-696A JMT - TOA / Engineering Services - PA Assignment	\$ 500,000.00	\$ 436,347.22	\$ 91,400.98	20.95%	C+
7	Jacobs Engineering Group Inc.		CI-566A JACOBS - Portland / Columbia Toll Bridge Approach Roadways	\$ 476,991.53	\$ 476,991.53	\$ 144,473.11	30.29%	B+
8	Jacobs Engineering Group Inc.		CI-665A JACOBS - SFB Replacement Project Engineering Services for PA	\$ 626,965.40	\$ 626,933.76	\$ 44,766.05	7.14%	D
9	STV Inc. - Trenton, NJ		CM-508A STV - I-78 Maintenance Garage	\$ 586,402.81	\$ 582,335.21	\$ 44,851.79	7.70%	D
10	Greenman-Pedersen, Inc.		CM-644A GPI - I-78 Bridges and Approach	\$ 1,545,442.08	\$ 1,429,603.53	\$ 266,934.72	18.67%	C
11	Greenman-Pedersen, Inc.		CM-664A GPI - SFB Replacement Project	\$ 849,622.00	\$ 849,622.00	\$ 137,484.89	16.18%	C

\*Met or Exceeded the Target

\*Did Not Meet the Target

\*P/T/D = Paid To Date



# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Active Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 02/28/2021

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$485,873,589.96

Total Payments to all Primes \$384,536,633.42

Total Payments to all IBEs \$67,448,812.47

IBE Target 25.00%

IBE Actual 17.54%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

ACTIVE CONSTRUCTION PROJECTS														
Payments Summary					Workforce Hours Summary 19.12%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$485,873,589.96	\$384,536,633.42	\$67,448,812.47	17.54%	C	3116	1,313,913.51	1,102,823.05	211,090.46	40,102.25	B	83.93%	16.07%	3.05%	A

DB-540A TRANSORE - Electronic Toll Collection System Replacement - Design, Build & Maintain														
Payments Summary					Workforce Hours Summary 53.31%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$12,462,964.26	\$11,346,449.43	\$2,316,211.51	20.41%	C+	15	2,040.00	952.50	1,087.50	0.00	A+	46.69%	53.31%	0.00%	A+

DB-724A SCHNEIDER ELECTRIC Electronic Surveillance/Detection System Maintenance Contract														
Payments Summary					Workforce Hours Summary 45.89%						Ethnicity Participation Summary			
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$11,294,820.75	\$1,182,625.66	\$27,708.76	2.34%	F	57	717.00	479.00	238.00	91.00	A+	66.81%	33.19%	12.69%	A+

T-668A TRUMBULL 2 New Jersey - SFB Replacement Project														
Payments Summary					Workforce Hours Summary 20.94%					Ethnicity Participation Summary				
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$-	\$-	\$-	0.00%	N/A	1403	533,145.15	437,304.02	95,841.13	15,790.50	B+	82.02%	17.98%	2.96%	A

T-668A TRUMBULL 1 Pennsylvania SFB Bridge Replacement Project														
Payments Summary					Workforce Hours Summary 18.41%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$423,607,138.95	\$345,117,345.88	\$58,831,090.00	17.05%	C	1630	682,829.16	580,761.75	102,067.41	23,610.75	B	85.05%	14.95%	3.46%	B

T-707A Bracy Commission Administration Building at SFB & Adaptive Reuse of the 1799 Building														
Payments Summary					Workforce Hours Summary 12.32%						Ethnicity Participation Summary			
Total <div>Contracts</div> <div>Value</div>	Total Prime <div>P / T / D</div>	Total IBE <div>P / T / D</div>	Total IBE %	Payments Score <div>(Total IBE Payments)</div>	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score <div>(Total Hours Worked)</div>	Caucasian %	Minority %	Women %	Ethnicity Score <div>(Total Participation)</div>
\$21,357,000.00	\$21,418,985.71	\$4,382,167.83	20.46%	C+	435	80,061.86	70,408.20	9,653.66	209.00	C	87.94%	12.06%	0.26%	B

T-730A BRACY Southern Operations & Maintenance Facilities Improvements Trenton Morrisville Salt Operations														
Payments Summary					Workforce Hours Summary 6.85%						Ethnicity Participation Summary			
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,275,000.00	\$3,234,621.97	\$-	0.00%	F	57	5,831.08	5,471.58	359.50	40.00	D	93.83%	6.17%	0.69%	D

TTS-723A J FLETCHER CREAMER On Call Beam Guide Rail & Attenuator Replacement														
Payments Summary					Workforce Hours Summary 35.55%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,376,666.00	\$389,554.00	\$44,583.60	11.44%	D+	45	1,339.00	863.00	476.00	0.00	A+	64.45%	35.55%	0.00%	A+

# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Active Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 02/28/2021

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$485,873,589.96

Total Payments to all Primes \$384,536,633.42

Total Payments to all IBEs \$67,448,812.47

IBE Target 25.00%

IBE Actual 17.54%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

TTS-734A MOUNT CONSTRUCTION (SBE) - JOC North Bridge Construction														
Payments Summary					Workforce Hours Summary 21.26%					Ethnicity Participation Summary				
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,500,000.00	\$625,215.33	\$625,215.33	100.00%	A+	44	4,359.50	3,789.00	570.50	356.50	B+	86.91%	13.09%	8.18%	B

TTS-735A MOUNT CONSTRUCTION (SBE) - JOC Services for Bridge, Highway & Civil Work SOUTH REGION														
Payments Summary					Workforce Hours Summary 23.26%					Ethnicity Participation Summary				
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$2,500,000.00	\$436,373.11	\$436,373.11	100.00%	A+	33	2,588.50	1,986.50	602.00	0.00	B+	76.74%	23.26%	0.00%	A

TTS-736ARCC BUILDERS & DEVELOPERS - JOC for Building and Facility Work North Region														
Payments Summary						Workforce Hours Summary 0.00%				Ethnicity Participation Summary				
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,000,000.00	\$-	\$-	0.00%	N/A	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

TTS-737ARCC BUILDERS & DEVELOPERS - Job Order Contracting for Building & Facility Work SOUTH REGION														
Payments Summary					Workforce Hours Summary 19.88%					Ethnicity Participation Summary				
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,500,000.00	\$785,462.33	\$785,462.33	100.00%	A+	35	1,002.26	807.50	194.76	4.50	B	80.57%	19.43%	0.45%	A

# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Completed Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 02/28/2021

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$60,999,033.36

Total Payments to all Primes \$60,230,655.57

Total Payments to all IBEs \$22,376,865.22

IBE Target 25.00%

IBE Actual 37.15%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

COMPLETED CONSTRUCTION PROJECTS														
Payments Summary					Workforce Hours Summary 19.97%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score <div>(Total IBE Payments)</div>	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score <div>(Total Hours Worked)</div>	Caucasian %	Minority %	Women %	Ethnicity Score <div>(Total Participation)</div>
\$60,999,033.36	\$60,230,655.57	\$22,376,865.22	37.15%	A	864	120,229.36	98,497.31	21,732.05	2,275.25	B	81.92%	18.08%	1.89%	A

T-508A BRACY - I-78 Maintenance Garage Expansion at I-78 PA Welcome Center / Maintenance Facility														
Payments Summary					Workforce Hours Summary 7.39%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$9,845,177.03	\$9,845,176.91	\$1,589,381.54	16.14%	C	244	31,516.58	30,048.08	1,468.50	861.25	D	95.34%	4.66%	2.73%	F

T-514A WEST SIDE - DIII Toll Bridges Facilities Emergency Standby Generators Improvements														
Payments Summary					Workforce Hours Summary 0.00%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$644,686.07	\$644,686.00	\$197,339.99	30.61%	B+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-566A INTERCOUNTY PAVING - PORTLAND COLUMBIA TOLL BRIDGE APPROACH ROADWAY IMPROVEMENTS														
Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$6,317,000.00	\$6,193,334.28	\$1,877,906.86	30.32%	B+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-611A MAGNUM (IBE) NH-L Toll Bridge Salt Storage Facility														
Payments Summary					Workforce Hours Summary 2.16%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,439,584.00	\$1,348,934.71	\$1,348,934.71	100.00%	A+	65	5,925.50	5,805.50	120.00	8.00	F	97.97%	2.03%	0.14%	F

T-641A MERCO - Easton / Phillipsburg Ramp C Stabilization														
Payments Summary					Workforce Hours Summary 0.00%						Ethnicity Participation Summary			
Total <div>Contracts</div> <div>Value</div>	Total Prime <div>P / T / D</div>	Total IBE <div>P / T / D</div>	Total IBE <div>%</div>	Payments Score <div>(Total IBE Payments)</div>	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score <div>(Total Hours Worked)</div>	Caucasian %	Minority %	Women %	Ethnicity Score <div>(Total Participation)</div>
\$998,300.00	\$998,300.00	\$998,300.00	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-644A J.D. ECKMAN - Easton Phillipsburg TB Facility Administration Bldg.														
Payments Summary					Workforce Hours Summary 28.50%						Ethnicity Participation Summary			
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$11,117,003.61	\$11,038,703.72	\$3,066,725.97	27.78%	B	320	47,800.75	35,278.00	12,522.75	1,098.75	A	73.80%	26.20%	2.30%	A+

# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Completed Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

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IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
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B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$60,999,033.36

Total Payments to all Primes \$60,230,655.57

Total Payments to all IBEs \$22,376,865.22

IBE Target 25.00%

IBE Actual 37.15%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

T-645A MJF Building & Facilities Energy Conservation														
Payments Summary					Workforce Hours Summary 23.54%					Ethnicity Participation Summary				
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$5,376,806.87	\$5,376,806.87	\$5,376,806.87	100.00%	A+	46	9,735.28	7,509.23	2,226.05	65.75	B+	77.13%	22.87%	0.68%	A

T-645B SCHNEIDER ELECTRIC Building & Facilities Energy Conservation Measures - Mechanical/Controls														
Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,247,159.50	\$1,247,159.50	\$129,525.50	10.39%	D+	7	1,625.50	1,625.50	0.00	0.00	F	100.00%	0.00%	0.00%	F

T-661A TRC - SFB Replacement Project Subsurface Boring & Sampling														
Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,438,942.00	\$1,438,941.98	\$234,466.30	16.29%	C	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-666A PKF - SFB Replacement Project Construction for PA Noise Walls														
Payments Summary					Workforce Hours Summary 14.94%					Ethnicity Participation Summary				
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$11,394,750.00	\$11,219,737.01	\$3,338,786.23	29.76%	B	42	5,738.00	5,122.00	616.00	241.50	C	89.26%	10.74%	4.21%	B

T-667A AP CONSTRUCTION - SFB Replacement Project Tree Clearing														
Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,814,999.39	\$1,721,688.26	\$454,825.01	26.42%	B	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-705A SPARWICK - I-78 Toll Plaza Bumper Block Replacement														
Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$160,006.00	\$160,006.00	\$160,006.00	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-708A Allied Painting New Hope-Lambertville Toll Bridge Floor System Rehabilitation -Facility Administration Building														
Payments Summary					Workforce Hours Summary 64.86%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,694,000.00	\$1,546,100.00	\$170,944.28	11.06%	D+	26	5,244.00	1,842.50	3,401.50	0.00	A+	35.14%	64.86%	0.00%	A+

T-711AR BRACY - Easton Phillipsburg Toll Bridge Salt Storage Building														
Payments Summary					Workforce Hours Summary 15.61%					Ethnicity Participation Summary				
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,711,600.00	\$1,666,931.06	\$18,727.94	1.12%	F	77	5,669.75	4,784.50	885.25	0.00	B	84.39%	15.61%	0.00%	A

# Delaware River Joint Toll Bridge Commission

## Month of February 2021

### Completed Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 02/28/2021

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$60,999,033.36

Total Payments to all Primes \$60,230,655.57

Total Payments to all IBEs \$22,376,865.22

IBE Target 25.00%

IBE Actual 37.15%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

#### T-717A BRACY Milford-Montague Toll Bridge Salt Storage Building

Payments Summary					Workforce Hours Summary 7.70%						Ethnicity Participation Summary			
Total <div>□</div> Contracts <div>□</div> Value	Total Prime <div>□</div> P / T / D	Total IBE <div>□</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,244,000.00	\$1,232,810.45	\$70,588.96	5.73%	D	43	3,227.00	2,978.50	248.50	0.00	D	92.30%	7.70%	0.00%	C

#### TS-639B MOUNT CONSTRUCTION - Lower Trenton TSB Approach Roadways Improvements

Payments Summary					Workforce Hours Summary 0.00%						Ethnicity Participation Summary			
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$2,090,794.02	\$2,090,794.00	\$2,090,794.00	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

#### TS-650A ROAD-CON - RIVERTON BELVIDERE TSB

Payments Summary					Workforce Hours Summary 0.00%						Ethnicity Participation Summary			
Total <input type="checkbox"/> Contracts <input type="checkbox"/> Value	Total Prime <input type="checkbox"/> P / T / D	Total IBE <input type="checkbox"/> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$652,738.50	\$652,738.50	\$28,347.48	4.34%	F	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

#### TS-677A SPARWICK - SF TSB Interim Deck Repairs on I-95

Payments Summary					Workforce Hours Summary 13.62%						Ethnicity Participation Summary			
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,003,336.00	\$999,656.00	\$999,656.00	100.00%	A+	8	580.00	501.00	79.00	0.00	C	86.38%	13.62%	0.00%	B

#### TS-687A CARR & DUFF - Lower Trenton Toll Supported Bridge Replacement of Sign Lighting Elements

Payments Summary					Workforce Hours Summary 1.50%						Ethnicity Participation Summary			
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$647,000.00	\$647,000.00	\$163,632.58	25.29%	B	14	2,734.00	2,693.00	41.00	0.00	F	98.50%	1.50%	0.00%	F

#### TS-699A CARR & DUFF LOWER TRENTON TSB APPROACH TRAFFIC SIGNAL EQUIPMENT UPGRADES

Payments Summary					Workforce Hours Summary 28.52%						Ethnicity Participation Summary			
Total <div>▢</div> Contracts <div>▢</div> Value	Total Prime <div>▢</div> P / T / D	Total IBE <div>▢</div> P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$161,150.37	\$161,150.32	\$61,169.00	37.96%	A	11	433.00	309.50	123.50	0.00	A	71.48%	28.52%	0.00%	A+

**Delaware River Joint Toll Bridge  
Commission Month of February 2021**

**MINORITY, WOMEN AND SMALL BUSINESS ENTERPRISE PROGRAM**

The Delaware River Joint Toll Bridge Commission implemented a one-year Minority Business Enterprise (MBE) pilot program, with a 7% participation goal, and the Women Business Enterprise (WBE) pilot program with a 3% goal. These goals applied to consultants and contractors' participating in the Commission's Capital Program and were effective on September 1, 2008.

At its December 2008 Commission Meeting, the Commission revised the pilot program to specify a 25% Small Business Enterprise (SBE) goal to New Jersey assigned consultant contracts in lieu of the previously specified 7% MBE and 3% WBE goals.

At its December 2010 Commission Meeting, due to the success of the Commission's MWSBE Pilot Program, the Delaware River Joint Toll Bridge Commission adopted a resolution for permanent status of the Minority Business Enterprise (MBE) program, with a 7% participation goal, and the Women Business Enterprise (WBE) program with a 3% goal, and the Small Business Enterprise (SBE) program with a 25% goal. These goals apply to consultants and contractors' participating in the Commission's Capital Program.

The Contract Compliance Department continues to monitor, update and analyze the payments for the MWSBE diversity program.

a) PA Assigned Professional Services Contracts:	7% MBE and 3% WBE
b) No State Assigned Professional Services Contracts:	7% MBE and 3% WBE
c) Capital Plan Construction Contracts:	7% MBE and 3% WBE
d) NJ Assigned Professional Services Contracts:	25% SBE

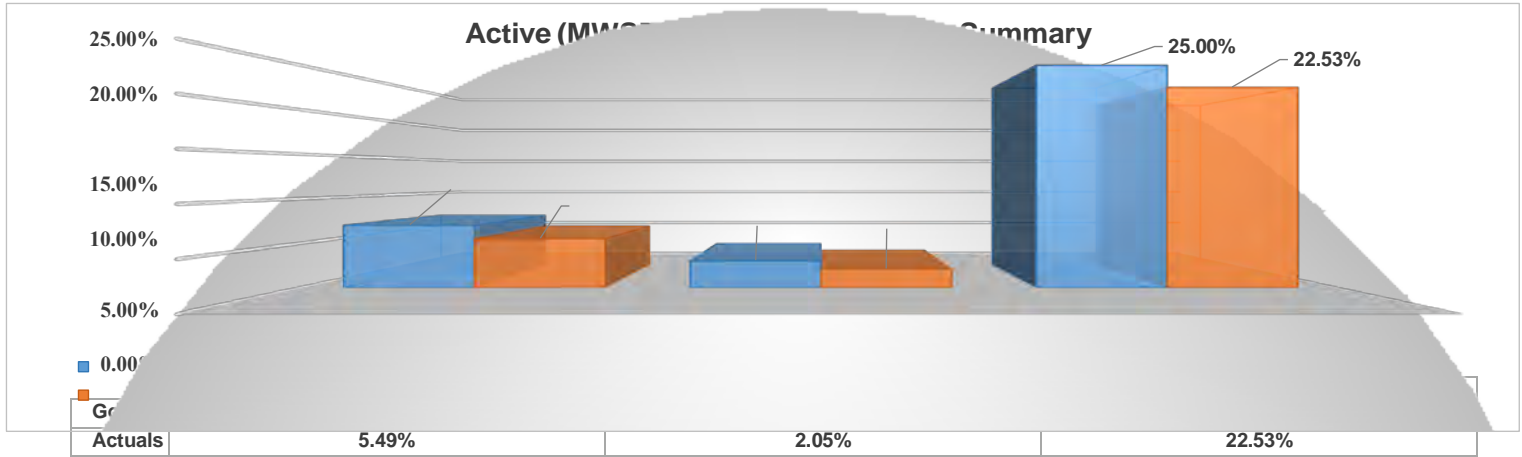
Numerous diversified businesses have benefited and continue to benefit from the Commission's previous M/W/SBE Program. The number of Contracts awarded during the MWSBE Program are as follows:

➤ Active Projects:	5
➤ Completed Projects:	72
➤ Total Capital Program Projects:	77
➤ Total Number of Contractors:	180

As of July 1, 2014 projects fall into the status now commonly referred to as IBE (Identified Business Enterprise) with a projected target to be or to exceed 25% of the total project award amount.

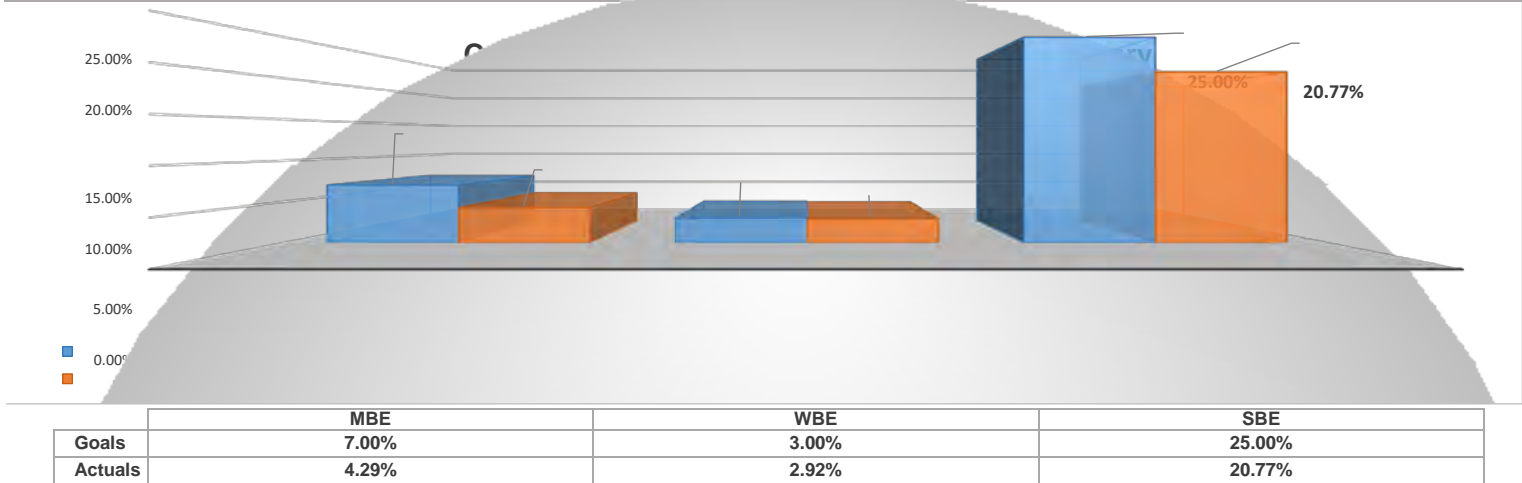


## Minority, Women and Small Business Enterprise Payment Reporting



SUMMARY TOTALS		MBE		WBE		SBE	
M/WBE Summary Totals	\$ 24,039,891.69	ACTUAL	PAYMENTS	ACTUAL	PAYMENTS	ACTUAL	PAYMENTS
SBE Summary Totals	\$ 181,931.20	5.49%	\$ 1,319,428.97	2.05%	\$ 493,586.65	22.53%	\$ 40,993.70

PROJECT NO.	CONTRACTOR / CONSULTANT	PROJECT VALUE	TOTAL PAYMENTS TO DATE	MBE GOAL 7 %	MBE PAYMENTS	WBE GOAL 3 %	WBE PAYMENTS	SBE GOAL 25 %	SBE PAYMENTS
C-502A	AECOM Transp.	\$ 30,397,000.00	\$ 26,395,486.30	4.34%	\$ 1,319,428.97	1.61%	\$ 488,586.65		\$ -
C-556A	Pennoni Associates	\$ 389,614.63	\$ 323,615.98		\$ -		\$ -	12.88%	\$ 50,193.77
C-599A	McCormick & Taylor	\$ 1,000,000.00	\$ 283,117.05		\$ -	0.50%	\$ 5,000.00		\$ -
C-628B	Louis Berger Group	\$ 1,000,000.00	\$ 800,089.77		\$ -		\$ -	9.21%	\$ 92,111.29
C-629A	Hill International	\$ 300,000.00	\$ 147,560.340		\$ -		\$ -	13.66%	\$ 40,993.70



SUMMARY TOTALS		MBE		WBE		SBE	
M/WBE Summary Totals	\$ 271,360,592.22	ACTUAL	PAYMENTS	ACTUAL	PAYMENTS	ACTUAL	PAYMENTS
SBE Summary Totals	\$ 14,441,349.70	4.29%	\$ 11,651,538.79	2.92%	\$ 7,915,018.03	20.77%	\$ 2,999,715.51

**Minority, Women and Small Business Enterprise Payment Reporting  
Completed Contracts Payments Detail**

**\*Categories highlighted below indicates the Prime has either met or exceeded the target.**

CONTRACT NO.	CONTRACTOR / CONSULTANT	CONTRACT VALUE	MBE GOAL 7 %	MBE PAYMENTS	WBE GOAL 3 %	WBE PAYMENTS	SBE GOAL 25 %	SBE PAYMENTS
DB-427B	A.P. Construction	\$ 4,356,866.00	10.00%	\$ 435,686.60	7.30%	\$ 318,051.22		
T-440BR	A.P. Construction	\$ 4,608,295.33	11.70%	\$ 539,170.55	7.33%	\$ 337,788.05		
TTS-476A-2	A.P. Construction	\$ 3,511,153.06	7.20%	\$ 252,803.02	5.50%	\$ 193,113.42		
TTS-573A	A.P. Construction	\$ 7,823,588.00	7.69%	\$ 601,633.92	4.92%	\$ 384,920.53		
T-472A	Allied Painting	\$ 15,595,983.76	9.70%	\$ 1,512,810.42	15.00%	\$ 2,339,397.56		
C-443A	Ammann & Whitney	\$ 770,909.81	10.00%	\$ 77,090.98	14.00%	\$ 107,927.37		
C-445A	Ammann & Whitney	\$ 920,304.08	7.20%	\$ 66,261.89	3.20%	\$ 29,449.73		
T-474A	Bracy Contracting	\$ 2,660,000.00	6.05%	\$ 160,930.00	2.87%	\$ 76,342.00		
C-474A	Brinjac	\$ 287,603.87	8.00%	\$ 23,008.31	9.00%	\$ 25,884.35		
C-627A	Buchart Horn	\$ 132,374.35	0.00%	\$ -	0.00%	\$ -		
C-598A	Burns Group	\$ 408,272.00					8.00%	\$ 32,661.76
C-454A	Carroll Engineers	\$ 500,000.00	18.10%	\$ 90,500.00	5.90%	\$ 29,500.00		
C-543A	Cherry Weber	\$ 612,233.00					28.30%	\$ 173,261.94
C-639A	Cherry Weber	\$ 401,455.40	18.10%	\$ 72,663.43	5.90%	\$ 23,685.87		
T-498A	Cornell & Co.	\$ 1,999,015.22	9.30%	\$ 185,908.42	6.30%	\$ 125,937.96		
T-554A	Dayspring Electric	\$ 232,117.66	0.00%	\$ -	0.00%	\$ -		
C-628A	Dewberry	\$ 1,000,000.00	1.78%	\$ 17,754.10	2.22%	\$ 22,233.26		\$ -
C-454B	French & Parello	\$ 500,000.00					17.00%	\$ 85,000.00
C-627B	French & Parello	\$ 276,851.58					5.70%	\$ 28,487.21
C-453A	Gannett Fleming	\$ 1,000,000.00	5.33%	\$ 53,300.00	0.87%	\$ 8,700.00		
C-598B	Gannett Fleming	\$ 367,353.90					8.95%	\$ 32,878.17
C-566A	Greenman Pedersen	\$ 350,675.02	9.54%	\$ 33,464.64	0.83%	\$ 2,924.37		
C-599B	Greenman Pedersen	\$ 1,000,000.00					4.00%	\$ 40,000.00
CM-437A	Greenman Pedersen	\$ 2,559,020.59					19.50%	\$ 499,009.02
CM-440B	Greenman Pedersen	\$ 753,336.71					17.64%	\$ 132,888.60
T-441A	H & G Contractors	\$ 1,586,698.00	6.60%	\$ 104,722.07	1.57%	\$ 24,911.16		
C-530A	Hill International	\$ 400,000.00	2.50%	\$ 10,000.00	0.00%			
CM-427B	Hill International	\$ 629,749.00					13.60%	\$ 85,645.86
CM-442A	Hill International	\$ 319,826.73					25.14%	\$ 80,404.44
CM-447B	Hill International	\$ 973,401.52	4.10%	\$ 39,909.46	2.10%	\$ 20,441.43		
CM-573A	Hill International	\$ 1,038,384.48	6.20%	\$ 64,379.84	5.80%	\$ 60,226.30		
T-506A	HRI	\$ 13,727,411.69	7.17%	\$ 984,255.42	2.91%	\$ 399,467.68		
TS-505A	IEW	\$ 661,352.00	55.00%	\$ 363,743.60	8.93%	\$ 59,058.73		
DB-563A	J. Fletcher Creamer	\$ 1,283,717.00	15.00%	\$ 192,557.55	4.00%	\$ 51,348.68		
TTS-634AR	J. Fletcher Creamer	\$ 896,808.00	8.35%	\$ 74,885.53	0.42%	\$ 3,755.75		
T-437A	J.D. Eckman	\$ 24,412,321.90	7.48%	\$ 1,826,041.68	3.04%	\$ 742,134.59		
C-549AR	Jacobs Engineering	\$ 445,549.98	8.02%	\$ 35,745.16	3.11%	\$ 13,866.11		
TS-442A	James A. Anderson	\$ 2,149,268.62	6.30%	\$ 135,403.92	1.30%	\$ 27,940.49		
TS-443A	James A. Anderson	\$ 2,461,975.00	0.00%	\$ -	6.10%	\$ 150,180.48		
T-543A	James D. Morrissey	\$ 6,683,640.40	4.80%	\$ 320,814.74	8.64%	\$ 577,466.53		
CM-444A	JMT	\$ 905,196.00	9.50%	\$ 85,993.62	2.80%	\$ 25,345.49		
CM-506A	JMT	\$ 1,459,000.00	7.65%	\$ 111,613.50	2.40%	\$ 35,016.00		
CM-543A	JMT	\$ 752,729.58					30.60%	\$ 230,335.25
C-506A	KS Engineers	\$ 1,156,622.33	63.38%	\$ 733,067.23	13.44%	\$ 155,450.04		
TTS-476A-1	Kyle Conti	\$ 4,128,641.00	0.09%	\$ 3,715.78	9.00%	\$ 371,577.69		
DB-562A	M.L. Ruberton	\$ 344,492.68	8.30%	\$ 28,592.89	3.80%	\$ 13,090.72		
C-629B	Michael Baker	\$ 500,000.00					2.79%	\$ 13,937.96
T-475A	Miniscalco	\$ 68,229.51	2.25%	\$ 1,535.16	1.20%	\$ 818.75		
TS-445A	Neshaminy Contractors	\$ 6,285,926.10	16.90%	\$ 1,062,321.51	2.70%	\$ 169,720.00		
TS-447B	Neshaminy Contractors	\$ 8,955,586.24	8.60%	\$ 770,180.42	2.58%	\$ 231,054.12		
C-437B	Parsons Brinkerhoff	\$ 2,254,674.00					22.54%	\$ 508,203.52
C-437A	Pennoni Associates	\$ 764,181.39					24.00%	\$ 183,403.53
C-455B	Remington & Vernick	\$ 400,000.00					2.49%	\$ 9,960.00
T-639A	Road-Con	\$ 3,324,313.00	0.00%	\$ -	13.90%	\$ 462,079.51		
TS-444A	Road-Con	\$ 7,814,850.68	4.87%	\$ 380,583.23	0.31%	\$ 24,226.04		
C-621A	Rummel, Klepper & Kahl	\$ 487,881.64	9.01%	\$ 43,941.24	3.16%	\$ 15,427.54		
T-624A	Sparwick	\$ 874,601.00	7.60%	\$ 66,469.68	0.75%	\$ 6,559.51		
C-440A	Stantec	\$ 405,011.03	4.80%	\$ 19,440.53	6.60%	\$ 26,730.73		
C-440B	Stantec	\$ 728,011.79	4.75%	\$ 34,580.56	2.80%	\$ 20,384.33		



\*Categories highlighted below indicates the Prime has either met or exceeded the target.

CONTRACT NO.	CONTRACTOR / CONSULTANT	CONTRACT VALUE	MBE GOAL 7 %	MBE PAYMENTS	WBE GOAL 3 %	WBE PAYMENTS	SBE GOAL 25 %	SBE PAYMENTS
C-538A	STV	\$ 500,000.00	1.25%	\$ 6,250.00	31.20%	\$ 156,000.00		
C-600A	STV	\$ 800,000.00					12.60%	\$ 100,800.00
CM-443A	STV	\$ 204,152.63	16.75%	\$ 34,195.57	11.00%	\$ 22,456.79		
CM-445A	STV	\$ 682,064.44					26.00%	\$ 177,336.75
CM-472A	STV	\$ 1,728,385.40					23.80%	\$ 411,355.73
CM-474A	STV	\$ 291,172.17	0.00%	\$ -	0.00%	\$ -		
CM-498A	STV	\$ 571,665.66	12.00%	\$ 68,599.88	2.40%	\$ 13,719.98		
C-453B	T & M Associates	\$ 1,000,000.00					18.90%	\$ 189,000.00
C-07-11	Transystems	\$ 747,493.55					21.05%	\$ 157,347.39
C-447B	Transystems	\$ 666,016.64	8.00%	\$ 53,281.33	2.00%	\$ 13,320.33		
CM-476A	Trumbull	\$ 699,250.00	13.60%	\$ 95,098.00	6.10%	\$ 42,654.25		
C-505A	Urban Engineers	\$ 154,598.70					36.50%	\$ 56,428.53
C-539A	URS Corporation	\$ 265,070.69					0.00%	\$ -

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **COMMUNICATIONS**

The following Pages reflect the reports on those items assigned to the Communications Department. Each item is reported separately and page numbered accordingly.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**OPERATIONS INDEX**  
**FOR**  
**COMMUNICATIONS**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
Communications	Status Report Month of February 2021	1-4

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of March 29, 2021

## COMMUNICATIONS REPORT

February 2021

- **COMMISSION AWARENESS EFFORTS:**

**Proposed Toll Adjustment Hearings and Public Comment Process** – The primary focus of the month the rollout and execution of the public comment/hearings process for a proposed toll adjustment. As in January, the work involved phone conferences, web-based virtual meetings, content drafting, executive-staff reviews, website updates, graphics designs, examinations of submitted content, media interviews, drafting and distribution of press releases, and many other tasks. The end result was the execution and completion of a 26-day public comment period that resulted in the receipt of 113 eligible comments on a series of toll adjustments rolled out on February 1.

The work was team effort, involving the Executive Director and virtually all departments, notably finance, accounting, engineering, information-technology (IT), community affairs, administration, and operations. Also assisting in this enterprise were Stokes Creative Group, the Commission's website consultant; Bellevue Communications, our media consultant; and RK&K staff. The work included – but were not limited to – the following elements:

- Follow-up on two-page legal notice – The legal notice of the toll adjustment was not published as intended by the Bucks County Courier Times. After repeated engagement by Administrative Assistant Kim Carr, the legal notice appeared on February 4. The other legal notices were published either January 31 or February 1.
- Website popups and homepage banner scroll – The Commission website homepage's two alert function – a banner scroll that subsequently appears on all pages and a pop-up message window – were updated periodically to highlight key dates and events in the toll review process.
- PowerPoint presentation for virtual toll hearings – Working with RK&K, a PowerPoint presentation was developed to explain the proposed toll adjustment for individuals attending three virtual toll hearings – on the morning and evening of Feb. 17 and on the evening of Feb. 18. The presentation mostly consisted of bulleted data and textual points but had some graphic information as well. The presentation, which was explained by Executive Director Joe Resta, was recorded as a video for placement on the Commission website.
- Prepared remarks – A six-page set of remarks wasrafted for Mr. Resta to explain the toll-adjustment PowerPoint presentation. Some research was conducted to prepare these remarks, which were recorded prior to the toll hearings.
- YouTube video posting – The video recording of the PowerPoint presentation and accompanying audio were recorded and uploaded to

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

YouTube by media consultant Alex Styer of Bellevue Communications. The YouTube video's URL address was subsequently added to the Proposed 2021/2024 Toll Adjustments Comment Process webpage with clickable links at three different locations on that webpage.

- Revised and tested the message for the toll-free call in line for taking prospective registrations for the virtual public hearings once the hearing registration period opened Feb. 10 and closed 4 p.m. Feb. 16.
- Drafted and posted an online registration form for commenting at the virtual public hearings. Conveyed registrations to the hearing officer and interested parties at the Bridge Commission. This form was removed after the registration period closed.
- Added the February 1 rollout press release to the toll comments webpage.
- Facilitated a functionality test of the Zoom webcast and teleconferencing processes. Attended various other planning meeting and test runs to identify potential technical issues.
- Posted hearing links and phone numbers on the Commission website.
- Drafted press releases to announce the opening of the hearing registration period, the remaining week for public comments, and the remaining day for public comments.
- Answered inquiries from legislators regarding the proposed toll adjustments.
- Initiated the process of compiling a report to Commissioners about the public comments received on the proposed toll adjustment.
- Updated the website to reflect the close of the public comment period on Feb. 26.

**Scudder Falls Bridge Replacement Project** – Continued the production of weekly travel updates for the project and answering any inquiries not already handled by Community Affairs.

• **MEDIA RELATIONS:**

**Hot Topics:** Gas drilling of Marcellus Shale deposits prohibited in northeast PA.; Commission proposes system-wide toll adjustment; one week remains for toll adjustment's public comment period; PennDOT plans to add bridge tolls for repairs including I-80 and I-78; Easton cigarette robbery codefendant sentenced; double toll increase on table for Delaware River bridges in 2021 and 2024; Commission staffer, Julio Guridy, announces Allentown mayoral bid; Comments, anyone? Silence at first DRJTBC toll hearing; deadline looms for proposed toll adjustment comments; Commission posts links/numbers for virtual toll hearings; Commission considering toll hikes on bridges between PA and NJ; pandemic or not Delaware River bridge tolls are going up, up, up (letter to editor); after delay, Scudder Falls Bridge path now scheduled to open in late summer; toll hikes proposed for bridges crossing Delaware River between NJ and PA; 12 things you should have in your car if you drive in the snow; brace for higher NJ bridge tolls across Delaware River; other toll adjustment articles in both states; various social

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

### **Meeting of March 29, 2021**

media posts on Scudder Falls Bridge Replacement Project travel advisories and toll hearings/comment period; snow storm road conditions at the New Hope-Lambertville (Route 202) Toll Bridge; Pennsylvania Motor Truck Association posts on proposed toll adjustment; nearby, toll bridge commission may hike fees to cross bridges.

- **WEBSITE:** Uploaded and posted 2020 Traffic Engineering Report. Input February Commission meeting agenda index and meeting notice on COVID-19 meetings page. Posted January meeting minutes.
- **COMMUNITY AFFAIRS:** (Please refer to Community Affairs report) Provided general response for answering toll comment submissions. Edited communication to employees about proposed toll adjustments.

### **INTERNAL/EXTERNAL COMMUNICATIONS**

- A total of 11,519 sessions (visits) were recorded during February for the Commission's website – [www.drjtbtc.org](http://www.drjtbtc.org). That's an increase over the 11,297 sessions recorded in February 2020 (a leap year with 29 days for the month). The February 2021 total may have been impacted by inclement weather during the month because there were 14,861 sessions recorded in January 2021, a month that also had three additional days.
- Issued seven press releases/travel advisories for February. All pertained to either the Scudder Falls Bridge Replacement Project or the proposed toll adjustments.
- Responded to inquiry from Dan Alexander of NJ101.5 FM.
- Reviewed chief engineer draft response to customer inquiry.
- Provided Zoom call interview to BRCTV-13 news reporter for report on proposed toll adjustments.
- Responded to interview request from Joyce Estey of WRNJ radio news in North Jersey.
- Explained toll adjustment comment process at Commission staff meeting.
- Called NJ.com reporter Larry Higgs and LehighValleyLive.com reporter Sarah Cassi regarding toll adjustment; provided net toll revenue figure to Mr. Higgs.
- Acquired MP4 file of BRCTV-13 segment on proposed toll adjustment.
- Participated in toll hearing coordination meetings.
- Attended COVID-19 Task Force meeting.
- Coordinated with RK&K to secure toll-free numbers for toll hearings.
- Provided background images for toll hearing officer Mark Tudor.
- Sent initial response to Peter Dolan of the New York-New Jersey Trail Conference regarding installation of Highlands Trail signs at or near a Commission bridge; Community Affairs Director Jodee Inscho will handle this matter.
- Coordinated with Alex Styer of Bellevue Communications on toll hearings Power Point presentation.
- Coordinated with point person for Nassau Club in Princeton regarding lunch-time bridge history presentation scheduled for late March; sent requested information.
- Provide toll chart images/documents to Community Affairs.

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

### **Meeting of March 29, 2021**

- Edited New Jersey Legislative Manual entry for Delaware River Joint Toll Bridge Commission's members, service area, toll rates, and executive staff names and salaries.
- Responded to Pocono Mountains area writer Chris Mele inquiry and walked him through the process for ascertaining traffic numbers from operations reports attached to monthly Commission meeting minutes.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**OPERATIONS INDEX  
FOR  
COMMUNITY AFFAIRS**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
Community Affairs	Status Report Month of February 2021	1



## **Community Affairs Report February 2021**

The following Community Affairs activities took place during February 2021

### **Commission Property Auction**

Assisted Director of Purchasing with follow-up emails to host community officials, to promote participation in auction of surplus Commission property.

### **Toll adjustment proposal**

Monitored public comments submitted via email and sent acknowledgment confirmations. Participated in virtual public hearings. Created excel and word documents with submitted comments. Coordinated with Director of Toll Gara on design of charts for toll booths and postcards for distribution to customers, upon final approval of adjusted rates. Distributed information on proposal to all Commission employees.

### **Scudder Falls Bridge Replacement Project Public Involvement**

Assisted in review and response to messages received via the Commission and Scudder Falls project websites. Assisted in posting weekly construction activity notice on project website and disseminating information on various road closures and changes in traffic patterns.

### **Frenchtown Shelter Area Improvements**

Coordinated and participated in meeting with Frenchtown Borough officials and Commission Engineering staff on project to repair wall at bridge monitor shelter, and make improvements to the adjacent Borough property.

### **Professional Development**

Participated in webinars offered by Training and Employee Safety; Remaining Calm during Challenging Conversations and Navigating Gossip in the Workplace. Continued self-instruction on Adobe Creative Cloud Photoshop and improving photo editing skills.

### **Various Community Affairs activities**

Handled various community affairs inquiries, including requests from the Highlands trail and Solebury Township to place signage, requests for information on Commission owned property, coordinated with E-ZPass Department staff regarding various customer questions, coordinated special request light shows for the Trenton Makes the World Takes sign at the Lower Trenton Toll-Supported Bridge, assisted Workplace Safety Committee on design on informational flyer

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **ENGINEERING**

The following Pages reflect the reports on those items assigned to the Engineering Department. Each item is reported separately and page numbered accordingly.

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 29, 2020 PROJECT STATUS REPORT

FACILITY	PM/PAM	CONTRACT DESCRIPTION	PAGE NO.
<b>Trenton-Morrisville Toll Bridge</b>	RJZ/RWL	<b>Southern Operations &amp; Maintenance Facilities Improvements</b> <ul style="list-style-type: none"> <li>Preliminary, Final, &amp; Post Design Services, C-519A</li> </ul>	1-2
	RJZ/RWL	<b>Salt Operations</b> <ul style="list-style-type: none"> <li>Salt Operations Construction, T-730A</li> <li>Construction Management Services, C-716A-2</li> </ul>	2-3
<b>Scudder Falls Toll Supported Bridge</b>	KMS/RWL	<b>Scudder Falls Bridge Replacement Project</b> <ul style="list-style-type: none"> <li>Final Design Services, Contract C-660A</li> <li>Construction Contract, T-668A</li> </ul>	4-5
	CTH/KMS	<ul style="list-style-type: none"> <li>Construction Management, CM-669A</li> </ul>	5
	CLR/KMS	<ul style="list-style-type: none"> <li>Construction Inspection, PA Approaches, CI-671A</li> <li>Construction Inspection, Main River, CI-672A</li> </ul>	5-6
	CLR/KMS	<ul style="list-style-type: none"> <li>Construction Inspection, NJ Approaches, CI-673A</li> </ul>	6
	KMS/RWL	<b>DMC Services for Construction of the SFB Project</b> <ul style="list-style-type: none"> <li>Oversight of Final Design, C-502A-2I</li> </ul>	6-7
	CTH/KMS	<b>Public Involvement Services</b> <ul style="list-style-type: none"> <li>Design Contract, C-662A</li> </ul>	7-8
	CAS/RWL	<b>SFB All Electronic Tolling System – Installation</b> <ul style="list-style-type: none"> <li>Management, C-701A-7</li> </ul>	8
	KMS/RWL	<b>Capital Program Management Consultant (CPMC) &amp; Design Management Consultant (DMC) Services for the I-95/Scudder Falls Bridge Improvement Project</b> <ul style="list-style-type: none"> <li>CPMC Services 2018 through 2021, C-502A-1M</li> </ul>	8
	CAS/RWL	<b>Commission Administration Building at Scudder Falls</b> <ul style="list-style-type: none"> <li>Construction Management, CM-707A</li> <li>Construction, T-707A</li> <li>HVAC Study, C-729A-1</li> </ul>	8-9
<b>Washington Crossing Toll Supported Bridge</b>	WMC/RWL	<b>Replacement</b> <ul style="list-style-type: none"> <li>Feasibility Study, C-715A-6</li> </ul>	9
	HDH/MEM	<b>Gantry at the NJ Approach</b> <ul style="list-style-type: none"> <li>Replacement, T/TS-737A-001</li> </ul>	9-10
<b>New Hope-Lambertville Toll Bridge</b>	HDH/JRB/RWL	<b>East Abutment Stone Veneer</b> <ul style="list-style-type: none"> <li>Study, C-704A-2</li> </ul>	10
<b>Uhlerstown-Frenchtown Toll Supported Bridge</b>	HDH/RWL	<b>Replacement of NJ Upstream Retaining Wall</b> <ul style="list-style-type: none"> <li>Design, C-732A-1</li> </ul>	10-11
<b>I-78 Toll Bridge</b>	WMC/RWL	<b>Power and Communication Infrastructure</b> <ul style="list-style-type: none"> <li>Design Services, C-732A-3</li> </ul>	11
<b>Northampton Street Toll Supported Bridge</b>	MEM/CTH	<b>Rehabilitation</b> <ul style="list-style-type: none"> <li>Design Services, C-590A</li> </ul>	11
<b>Delaware Water Gap Toll Bridge</b>	CTH/RWL	<b>Westbound Toll Plaza Roadway and NJ Approach Repairs</b> <ul style="list-style-type: none"> <li>Design, C-732A-4</li> </ul>	12
<b>District 2 and 3</b>	RJZ/RWL	<b>Phase 1 Toll Collection Counting Facilities</b> <ul style="list-style-type: none"> <li>Preliminary, Final &amp; Post Design Services, C-696B-1</li> </ul>	12

*Facilities are listed South to North*

*The first set of initials indicate the Project Manager and the second set of initial indicate the Program Manager*

### Project Manager Legend

WMC – M. Cane      JRB – J. Bowers  
 CTH – C. Harney      HDH – D. Hettema

### Program Manager Legend

RWL – R. Little      MEM – M. McCandless  
 KMS – K. Skeels      RLR – R. Rash  
 CAS – C. Straccioli      CLR – C. Rood  
 RJZ – R. Zakharia

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2020**  
**PROJECT STATUS REPORT**

<b>FACILITY</b>	<b>PM/PAM</b>	<b>CONTRACT DESCRIPTION</b>	<b>PAGE NO.</b>
	JRB/RWL	<b>Approach Roadway Improvements at the Centre Bridge-Stockton, New Hope-Lambertville, and Uhlerstown-Frenchtown Toll Supported Bridges</b> <ul style="list-style-type: none"> <li>Design, C-715A-1</li> <li>Construction Management, C-733A-1</li> <li>Construction, T/TS-735A-004</li> </ul>	13-14
<b>Multiple Facilities and/or Commission-Wide</b>	WMC/RWL	<b>Electronic Surveillance/ Detection System</b> <ul style="list-style-type: none"> <li>ESS Maintenance Contract, DB-724A</li> </ul>	14
	CAS/RWL	<b>Electronic Toll Collection</b> <ul style="list-style-type: none"> <li>Customer Service Center/Violation Processing Center Project, DB-584A</li> </ul>	14
	CAS/RWL	<b>Traffic Count Program Upgrade</b> <ul style="list-style-type: none"> <li>DR-550A</li> </ul>	15
	CAS/RWL	<b>Electronic Toll Collection/Tolling Task Order Consultant</b> <ul style="list-style-type: none"> <li>Traffic and Revenue Forecast, C-728A-1</li> <li>AET Tolling Study Update, C-728A-2</li> </ul>	16
	CAS/RWL	<b>Electronic Toll Collection System Replacement</b> <ul style="list-style-type: none"> <li>Design, Build, and Maintain, DB-540A</li> </ul>	16
	WMC/RWL	<b>Job Ordering Contracting</b> <ul style="list-style-type: none"> <li>Program Manager, C-727A</li> </ul>	16
	WMC/RWL	<b>Structural Health Monitoring</b> <ul style="list-style-type: none"> <li>Concept Study, C-750A-6</li> </ul>	17
	HDH/MEM	<b>General Engineering Consultant Annual Inspections</b> <ul style="list-style-type: none"> <li>2015-2018 Annual Inspections, C-684A</li> </ul>	17-18
	CAS /RWL	<b>2015-2016 Traffic Engineering Consultant</b> <ul style="list-style-type: none"> <li>C-686A</li> </ul>	18

*Facilities are listed South to North*

*The first set of initials indicate the Project Manager and the second set of initial indicate the Program Manager*

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 RLR – R. Rash  
 CLR – C. Rood

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**  
**PROJECT STATUS REPORT**

## **SOUTHERN OPERATIONS & MAINTENANCE FACILITIES IMPROVEMENTS**

Preliminary, Final & Post Design Services  
Contract No. C-519A

This contract is for Preliminary, Final and Post-Design Services for space utilization improvements at New Hope Lambertville Toll Bridge Executive Headquarters and the demolition and reconstruction of the Trenton Morrisville Toll Bridge Administration Building as identified under a Task Order Assignment for Space Utilization Program and Concept Study.

In accordance with the Commission's February 26, 2018 Regular Monthly Commission Meeting, this Contract was awarded to Gannett Fleming, Architects Inc. (GF). Accordingly; a Notice of Award and Limited Notice to Proceed was issued to GF effective February 27, 2018.

A Kick-Off Meeting was conducted with GF on March 20, 2018. Site visits continue to be conducted by the Consultant as further field investigation needs are identified. GF is currently coordinating with all public utilities, completed the Boundary & Topographic surveys at Trenton Morrisville site. Space Utilization Program to address the Commission's current operations and anticipated needs in the foreseeable future is complete. A Concept Design and preliminary Phasing options were submitted and presented to the Commission on 10/28/19 with an advance Contract T-730A that covers Trenton Morrisville's salt and fueling operation's needs. The purpose of this advance Contract T-730A is to complete the new salt operation at this location and have it fully operational for the winter of 2020-2021. This is being planned to take place prior to the demolition of the existing building together with the current salt operation. The second Contract T-519A will be publically bid to cover the construction of the balance of the Southern Operations & Maintenance needs in a multi-phased construction.

An NPDES permit Pre-Application meeting was held with Bucks County Soil Conservation on September 26<sup>th</sup> in connection with the Southern Operations Facility intended to be built at Morrisville, NPDES and Erosion & Sediment Control permits were submitted on December 4, 2019 and both approvals were obtained on March 18, 2020. In addition; building systems phasing coordination meetings were conducted on 11/25/19, 12/6/19 and 12/18/19. GF provided Contract T-730A Bid Set on January 31, 2020 consistent with this Project's scheduled Public Bidding of February 3, 2020. Electronic Bids were received on March 5<sup>th</sup>, Construction Contract award was made to the apparent Low Bidder's, Bracy Construction, Inc. at the April 27<sup>th</sup> Regular Monthly Meeting, Construction was substantially completed on November 6, 2020 and Project was completed on November 20, 2020.

In connection with Resolution No. 4076-12-18 and the new real estate property acquisition at Langhorne to house the Commission's Southern Maintenance Facility; GF completed the Boundary and Topographic Land Surveys necessary for Lot Consolidation in Bucks County, Environmental Assessment Phase I and Phase II. Screening for suspected Bog Turtles and other federally endangered species' was made on June 14<sup>th</sup>, 2019 by the US Army Corp. of Engineers (ACOE) and found that the Project site does not include a Bog Turtle Habitat. In light of these

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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### **PROJECT STATUS REPORT**

results an environmental permitting pre-application meetings were held on June 20<sup>th</sup> 2019 and January 23, 2020 with PADEP in attendance together with the US Army Corps of Engineers as relates to a joint permit for wetland and storm water impact and mitigation at this Langhorne site. Also; per one of PADEP required pre-requisites to obtain approval of this site's NPDES permit, a SHPO survey was made and a determination that there are no historic properties exist on site was obtained on March 24, 2020. In addition; ACOE conducted a survey on March 16<sup>th</sup> 2020, and determined that none of their jurisdictional waters or wetlands exist on this site. In addition; the ACOE biologist who provided the survey agreed that the pond that exist on-site is man-made and that it is not considered jurisdictional based on his field inspection. Furthermore; two state identified endangered species were identified to potentially exist on-site by the Pennsylvania Natural Diversity Inventory (PNDI). The design team initiated field surveys on March 13<sup>th</sup> 2020 and field traps were placed to determine if their habitat exists within the project limits to develop a mitigation plan. Survey concluded that none exists within the Commission's property.

A request for site Access Easement to Big Oak Road through PECO's neighboring property was made on November 1 2019, conditional approval was received and an easement agreement is currently being executed.

A General Permit GP-7 for minor wetland crossing was submitted on November 4, 2020 and an approval was received from PA DEP on December 22, 2020.

Pre-Final Design submission for T-519A was received and a submission review meeting was conducted with the Consultant on October 28<sup>th</sup> 2020. Constructability, Peer and Code reviews were completed February 12, 2021. This submission is currently under various reviews and a Final Design submission is anticipated to be received early April 2021.

Another Contract TTS-737A-2 Design Development submission was made by GF on 10/30/19 as an advanced Contract for the Langhorne Site to implement the environmental remediation as listed in the Phase II report, demolition of ten (10) existing buildings and secure the site with perimeter fencing. A submission review meeting was conducted with the Consultant on 11/13/19, and a Final Design submission was made on 12/2/19. GF provided Post Design services through-out construction and this Project was closed June 15, 2020.

### **SOUTHERN MAINTENANCE FACILITY TRENTON-MORRISVILLE SALT OPERATIONS**

Construction  
Contract No. T-730A

Contract T-730A was awarded to Bracy Construction, Inc. at the Commission Regular Monthly Meeting of April 27, 2020.

This Contract will cover Trenton Morrisville's salt and fueling operation's needs. The purpose of this advance Contract T-730A is to construct and complete the new salt operation at this location and have it fully operational for the winter of 2020-2021. This Contract is being

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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## **PROJECT STATUS REPORT**

planned to be completed prior to the demolition of the existing Trenton Morrisville Toll Bridge Administration Building together with the existing salt operation. The second Contract T-519A will be publically bid to cover the construction of the balance of the Southern Operations & Maintenance needs in a multi-phased construction.

Notice of Award and Limited Notice to Proceed was issued to the Contractor on April 28, 2020 and Contract execution and full Notice to Proceed was issued May 22, 2020, which was three (3) days ahead of its Contract specified anticipated date. Preconstruction Meeting was conducted on May 19, 2020, All Long Lead Delivery Items submittals as required to meet the Project Schedule were complete. Construction field activities have begun on May 25, 2020 with site demolition and tree removal as part of Phase 1 which includes parking reconfiguration on Wood Street and the existing Commission Maintenance parking lot. Phase 1 was completed on June 18<sup>th</sup>, work at Phase 2 that includes the fueling station, salt building, storm water infiltration basin and balance of the site improvements were completed, Final Inspection was conducted on October 26<sup>th</sup>, 2020, Punch List and Video recorded training sessions were completed on November 6. Close-Out Documents and final payment application were received from Bracy, and this Project was completed under budget by \$40,378.03. This Project is closed.

Construction Management Services  
Contract No. C-716A-2

Utilizing the Commission's current Facilities Task Order Agreement with Johnson, Mirmiran & Thompson (JMT), this Task Order Assignment is to provide Construction Management (CM) Services in connection with the Trenton Morrisville Salt Operations Project.

Notice of Award and Limited Notice to Proceed was issued to JMT effective May 4, 2020.

Construction Activities have started May 25, 2020, JMT is currently providing construction field inspections, conducting bi-weekly progress meetings along with processing Architectural Supplementary Instructions, Contractor's Submittals and Request for Information as part of providing construction management services. Final Inspection was completed on October 26<sup>th</sup>, 2020, monitored completion of the Punch List and video recorded training sessions, and completed review of the Close-Out binders together with the design Consultant. This Project was completed under budget by \$17,519.23 and will be closed upon receipt of the Final Invoice.

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

March 29, 2021  
PROJECT STATUS REPORT

## SCUDDER FALLS TOLL SUPPORTED BRIDGE SCUDDER FALLS BRIDGE REPLACEMENT PROJECT

Final Design  
Contract No. C-660A

During the February reporting period Michael Baker Jr., Incorporated (Baker) of Hamilton New Jersey continued their construction phase support services efforts to review and respond to various Requests for Information and submittals from the Contractor and the Construction Manager; and, attended Contract T-668A Progress Meetings via conference call, Schedule Meetings and various technical meetings involving design and field issues with the Contractor and CM/CI team.

Construction  
Contract No. T-668A

Trumbull Corporation of Pittsburgh, PA (Trumbull) was awarded the Scudder Falls Bridge Replacement Construction Contract T-668A in the amount of \$396,000,000.00 at the Commission's January 30, 2017 Meeting. The Commission issued a full Notice to Proceed on March 3, 2017.

Weekly Conference Call Meetings continued between the Contractor and the Commission's Project team to discuss Project schedule, progress, and planning for ongoing and/or upcoming construction activities. Trumbull continued to submit Requests for Information (RFI's) and make required project submittals throughout this reporting period for ongoing and upcoming construction activities. To date there have been a total of 898 Contractor RFIs and a total of 1,623 Contractor Submittals. Trumbull and the Construction Manager (Hill/Jacobs) have also been coordinating on the Baseline CPM Schedule progress updates.

During the February reporting period Trumbull continued construction in work areas extending throughout the project limits in order to complete parallel activities on the project. Traffic patterns throughout the Project remained consistent, with no major changes.

In **Pennsylvania**, during the February time period, construction work activities were halted due to the weather. Roadway and structural work crews are scheduled to return to work in March.

On the **Main River Bridge (MRB)**, during the February period, the work was focused on the downstream MRB structure Pier No. 4 repairs in PA. The work also included structural beam erection and bolt-up between Pier No. 2 and Pier No. 3, utility conduit installation along the underside of the MRB, and debris removal from the river resulting from the demolition of the existing piers.



# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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## **PROJECT STATUS REPORT**

In New Jersey, during the February period, much of the construction was halted due to the weather during the month. Towards the end of the month work did resume on the soldier pile walls and drainage installation for the NJ Pedestrian Walkway and the northbound MAB approach slab construction.

Construction Management  
Contract No. CM-669A

At the October 31, 2016 Commissioners Meeting, the Commission awarded Contract No. CM-669A, Construction Management Services for the Scudder Falls Bridge Replacement project to Hill International (Hill) of Philadelphia, PA for an amount not-to-exceed \$25,015,066.98. Hill was provided with Notice of Award and Limited Notice to proceed on November 2, 2016. Hill was then issued a Full Notice to Proceed on January 31, 2017, in parallel with the award of the Scudder Falls Bridge Replacement Contract T-668A at the same meeting.

The Hill team continues to supply construction management personnel as necessary, monitor Trumbull's performance and progress, conduct bi-weekly progress meetings, oversee and coordinate the three (3) construction inspection firms, perform utility coordination in NJ & PA, perform schedule reviews, conduct bi-weekly scheduling meetings, maintain document control, perform health and safety inspections, adjust project staffing as required, address material testing and inspection plan requirements, prepare monthly contractor invoices and manage overall project budget.

Construction Inspection of the Pennsylvania Approach  
Contract No. CI-671A

This Contract is for Construction Inspection (CI) Professional Services for the PA Approach Roadway Improvements portion of the Scudder Falls Bridge Replacement Project, Contract T-668A. TRC Engineers, Inc. (TRC) of Plymouth Meeting, PA was awarded this contract at the February 27, 2017 Commissioners' Meeting and issued a full Notice to Proceed effective March 29, 2017.

During this reporting period TRC continued providing four (4) full-time inspectors for the inspection of the work on the Pennsylvania Approach Roadway portion of the Project, with all inspectors working under the supervision of the Construction Manager. . One of the current four inspectors are from TRC's IBE sub-consultant, RIG Engineers, an IBE firm. Also, during this reporting period, Invoice and Progress Report No. 45 were received and reviewed.

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

## **March 29, 2021 PROJECT STATUS REPORT**

### **Construction Inspection of the Main River Bridge Contract No. CI-672A**

This Contract is for Construction Inspection (CI) Professional Services for the Main River Bridge portion of the Scudder Falls Bridge Replacement Project, Contract T-668A. WSP/Parsons Brinckerhoff, Incorporated (PB) of Lawrenceville, NJ was awarded this contract at the February 27, 2017 Commissioners' Meeting and issued a full Notice to Proceed effective March 22, 2017.

During this reporting period PB continued to provide five (5) full time inspectors for the inspection of the work on the Main River Bridge portion of the Project with all inspectors working under the supervision of the Construction Manager. Two of the current five inspectors are from PB's IBE sub-consultant, KS Engineers, an IBE firm. Also, during this reporting period, Invoice and Progress Report No. 44 were received and reviewed.

### **Construction Inspection of New Jersey Approach Contract No. CI-673A**

This Contract is for Construction Inspection (CI) Professional Services for the NJ Approach Roadway Improvements portion of the Scudder Falls Bridge Replacement Project, Contract T-668A. Gannett Fleming, Inc. (GF) of South Plainfield, NJ was awarded this contract at the February 27, 2017 Commissioners' Meeting and issued a full Notice to Proceed effective March 29, 2017.

During this reporting period GF continued to maintain the contract's full complement of five (5) inspectors to provide inspection and material testing for work on the New Jersey approach portion of this project under the supervision of the Construction Manager. Two of the current five inspectors are from GF's IBE sub-consultant, Churchill Consulting Engineers, an IBE firm. Also, during this reporting period, Invoice and Progress Report No. 45 were received and reviewed.

## **DESIGN MANAGEMENT CONSULTANT SERVICES T-668A CONSTRUCTION Task Order Assignment No. C-502A-2I**

AECOM is providing DMC services during the construction of the Scudder Falls Bridge Replacement Project, Contract T-668A, under this Task Order Assignment, which began on April 1, 2017. The DMC Services include support to the Commission in the following

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

March 29, 2021

## PROJECT STATUS REPORT

**Environmental Agency Coordination** – Continuous services providing Project-wide assistance with environmental activities including agency site visits; contractor inquiries associated with existing permits obtained by the Commission; and, monitoring and implementation of existing environmental mitigation stipulations associated with pre-construction project permits and agency agreements.

**Environmental Permitting** – During the February time period AECOM continued coordination with the archaeological monitoring of excavation work along the D&R Canal in NJ.

**Environmental Monitoring Services** – Continuous services throughout construction to meet project permit requirements. Services performed during this reporting period included weekly monitoring of the project site for compliance with environmental stormwater management requirements by AECOM sub-consultant ACT Engineers.

**Contracts C-660A and T-668A Progress Support** - DMC services during this reporting period included participation in the work flow for review and distribution of the contractor's submittals and requests for information (RFI) for review and responses to same; ongoing coordination with the Baker Team to expedite RFI and contractor submittal responses to meet project schedules; design and/or construction issue trouble-shooting and resolution support with involvement in the various technical issues meetings with the CM and the Contractor; ongoing utility relocation work and existing facility interface coordination support; liaison to the Commission Operations, Public Safety Bridge Security, and Purchasing Departments for maintenance of the existing equipment and other roadway appurtenances within the SFB Project construction zone; and, required coordination to facilitate outside parties interface with the project such as utility companies, adjacent municipalities, and State DOT's.

**CI Contract Administration** – AECOM staff serve as Project Managers for the three (3) Construction Inspection (CI) contracts associated with the Scudder Falls Bridge project. This includes coordination with the CI firms for the supplying of inspectors to the project as requested by the Construction Manager; and, administration of the CI contracts and address any contractual needs.

## PUBLIC INVOLVEMENT SERVICES

Final Design Services

Contract No. C-662A

McCormick Taylor, Inc. (MT) was awarded this Public Involvement (PI) Contract at the Commission's September 28, 2015 Meeting, and issued Notice to Proceed effective October 29, 2015. MT's public involvement effort focuses on regularly communicating project activities to officials, stakeholders and the public, as well as informing motorists of near-term construction stage travel implications, performing public involvement initiatives and market research activities and development of discussion guides and analysis related the implementation of the new toll, and payment options related to All-Electronic Tolling. MT has finalized a new project specific logo and has created a new project specific website that went live on October 4, 2018. MT submitted a

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**

## **PROJECT STATUS REPORT**

revised public involvement toll-implementation strategy and timeline to Commission staff for application and roll-out. MT continues to monitor the toll-free information line calls, compiling and responding to calls as well as project specific e-mails related to construction and toll implementation.

### **SFB ALL ELECTRONIC TOLLING SYSTEM INSTALLATION MANAGEMENT Task Order Assignment No. C-701A-7**

There was no activity on this Task Order Assignment.

### **CAPITAL PROGRAM MANAGEMENT CONSULTANT (CPMC) & DESIGN MANGEMENT CONSULTANT (DMC) SERVICES FOR THE I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT**

#### **CPMC SERVICES – 2018 THROUGH 2021 Task Order Assignment No. C-502A-1M**

Task Order Assignment 502A-1M, Capital Program Management Consultant (CPMC) Services for 2018 through 2021 began in April 2018. AECOM is currently providing one (1) part-time Project Manager to oversee and administer various design and construction projects that are being advanced in the Capital Improvement Program. During this reporting period, CPMC Staff continued to provide the management and oversight of punch-list and close-out items for Construction Contract T-707A for the New Commission Administration Building and CM/CI Contract CM-707A.

### **COMMISSION ADMINISTRATION BUILDING AT SCUDDER FALLS**

#### **Construction Management Contract No. CM-707A**

Joseph Jingoli & Son, Inc. continues to complete document processing that includes receiving and distributing project closeout items. Staff from the construction manager includes the Project Manager and he is on site as needed if any warranty issues occur. Follow-up meetings to review the final Building Automated System were facilitated focusing on completing the remaining punch list items associated with the system. The contractor continues to resolve the remaining BAS punch list items and a meeting will be scheduled to review the final system.

Under subcontract to Jingoli, building system commissioning services will be completed by Borton Lawson.

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

## **March 29, 2021 PROJECT STATUS REPORT**

Construction  
Contract No. T-707A

Project closeout items were submitted by the contractor and are being reviewed by the project team. Bracy Construction is addressing the Building Automated System punch list items. Bracy Construction addresses warranty items as they occur.

### **FACILITIES TASK ORDER AGREEMENT SCUDDER FALLS ADMINISTRATION BUILDING – HVAC STUDY Task Order Assignment No. C-729A-1**

A task order assignment was executed with French & Parrello Associates, P.A. to complete a study related to the heating, ventilation, and air conditioning (HVAC) system at its Administration Building at Scudder Falls. The assessment includes a review of the installed mechanical equipment to evaluate the feasibility of improving the indoor air quality to reduce the potential impacts of COVID-19. A revised report was submitted, addressing review comments and is currently being reviewed by Commission Staff and Joseph Jingoli & Son, Inc.

### **WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE**

#### **WASHINGTON CROSSING BRIDGE REPLACEMENT FEASIBILITY STUDY Contract No. C-715A-6**

Pennoni Associates revised the Washington Crossing Bridge Replacement Feasibility Study to address comments provided by the Commission and met with Commission staff on February 25, 2021 to review the results of the same.

#### **REPLACEMENT OF GANTRY AT THE NJ APPROACH T/TS-737A-001**

The sign structure previously at the east approach to the WCTSB was removed in the spring of 2018 after sustaining collision damage. A functioning sign structure is located at the west approach of the bridge. The bridge is currently posted for a 3 Ton weight limit, an 8'-0" vertical clearance and a 6'-6" horizontal clearance. This Job Order contract with RCC Builders is to replace the gantry at the New Jersey -east- approach, for the purpose of supporting clearance bars and electronic surveillance equipment as well as displaying several regulatory and warning signs. NTP was given 3/30/2020. A pre-construction meeting was held via teleconference on 4/8/2020.

Field work started on the project the end of May. A two (2) foot section was bolted to the existing column at the south side of the east approach to the bridge to increase the height of the new gantry. The concrete work for the footer of the new column to be erected at the south side of the east approach is to start the week of June 8<sup>th</sup>.

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**

### **PROJECT STATUS REPORT**

On Friday night, June 19<sup>th</sup>, the remaining sections of the gantry were installed by RCC. The following week, maintenance re-installed the headache bars. Maintenance has installed the warning signs for the bridge, and reran an exposed conduit and wiring around the new footing for future use to provide electric to the gantry.

### **NEW HOPE-LAMBERTVILLE TOLL BRIDGE**

#### **NEW HOPE-LAMBERTVILLE TOLL BRIDGE STONE VENEER C-704A-2**

At the end of March the breakdown of a section of the stone veneer at the east abutment of the New Hope – Lambertville Toll Bridge (Route 202) was discovered under an existing task order agreement. GPI Inc. was given the task to investigate the cause, and determine a solution for the issue. The consultant was given Notice to Proceed on 4/29/2019. The consultant went out in the field on 5/15 and 5/16/19 to access the condition of the stone veneer at both abutments of the NH-L Toll Bridge. A preliminary report was received June 7<sup>th</sup>, 2019. Report was finalized 7/15/2019. Preliminary design/repair documents received 8/9/2019, and reviewed by 8/23/19. Revisions to design documents received electronically on 9/13/2019. Anticipate the repairs to go to a JOC, negotiations with contractor on-going. Maintenance forces have improved the fencing around the deteriorated section at the NJ abutment.

### **UHLERSTOWN-FRENCHTOWN TOLL SUPPORTED BRIDGE**

#### **REPLACEMENT OF NJ UPSTREAM RETAINING WALL C-732A-1**

The stone masonry retaining wall to the north of the Bridge Monitor Shelter in Frenchtown is deteriorated and in need of replacement. Arora and Associates, P.C. has been given the task to design a new retaining wall that would keep the appearance of the existing wall in mind. Arora was given Notice To Proceed on 8/16/2019. A Preliminary Design submission has been received 9/4/2019. Upon review by the Commission, the consultant has been asked to provide an additional design option, which would include acquiring additional property. Consultant provided additional Engineer's estimate on 10/17/2019. Since the replacement of the wall is hampered by the location of the property line, a meeting is being set up with Frenchtown Borough, owner of the adjacent property, to discuss easement. Meeting with Mayor of Frenchtown on 12/20/2019 regarding construction. The adjacent property is part of the Borough's Recreation and Open Space Inventory, there are on-going follow up discussions with NJDEP Green Acres Program.

Since the discussion with Green Acres to purchase additional property fell through, a meeting was held with Arora on February 19, 2021 to discuss moving forward with a design to replace the wall in-place. On February 26, 2021 meeting was held with Frenchtown Borough to

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**

### **PROJECT STATUS REPORT**

discuss some additional improvements to benefit the adjacent Sunbeam Lenape Park. On the same date, a meeting between Arora, Commission personnel and JCP&L was held to discuss relocating the utility pole on Commission property.

### **INTERSTATE 78 TOLL BRIDGE**

#### **I-78 POWER AND COMMUNICATION INFRASTRUCTURE DESIGN SERVICES Contract No. C-732A-3**

Arora and Associates has revised their analysis of different levels of detection, observation, recognition, and identification (DORI) within the project limits and has provided the Commission with the Commission with revised recommendations for camera coverage along the corridor.

### **NORTHAMPTON STREET TOLL SUPPORTED BRIDGE**

#### **NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE REHABILITATION**

##### **Design Services Contract No. C-590A**

At the April 27, 2020 Commissioners Meeting, the Commission awarded Contract No. C-590A, Northampton Street Toll-Supported Bridge Rehabilitation Design to Greenman-Pedersen, Inc. (GPI) of Lebanon, NJ. GPI was provided with Notice of Award and Limited Notice to Proceed the same date. GPI was then issued a Full Notice to Proceed on May 15, 2020.

A contract kick-off meeting was held on May 14, 2020. Field condition assessments commenced on May 18, 2020 and have been completed. On June 12, 2020 GPI submitted their Draft Condition Assessment and Recommendation Report along with their Draft Architectural Lighting Concept Study Report. On September 11, 2020 GPI submitted there Preliminary Design plans and specification. On October 30, 2020 GPI submitted the Pre-Final Design submission that was originally scheduled for October 16, 2020 but has been adjusted to October 30, 2020 to better align with the Commission's needs for coordination with Public Officials. On December 18, 2020 GPI submitted the Final Design documents.

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**  
**PROJECT STATUS REPORT**

## **DELAWARE WATER GAP TOLL BRIDGE**

### **WESTBOUND TOLL PLAZA ROADWAY AND NEW JERSEY APPROACH REPAIRS - DESIGN**

Task Order Assignment No. C-732A-4

Arora and Associates was issued Notice to Proceed effective October 1, 2020. A project kick-off meeting was held with Arora on October 6, 2020 and a field view was held on October 8, 2020. This Task Order Assignment is to perform final design for replacing/rehabilitating the pavement at the Delaware Water Gap toll plaza and the I-80 NJ Approach Roadway.

The designer submitted the final version of the Preliminary Design/Condition Report. Arora submitted final design documents for T-719A on January 15, 2021. Bids were opened for T-719A on February 23, 2021. Arora is currently performing post-design/pre-award services.

## **CENTRAL AND SOUTHERN DISTRICT**

### **PHASE 1 TOLL COLLECTION COUNTING FACILITIES**

Preliminary, Final & Post Design Services  
Task Order Assignment No. C-696B-1

Utilizing the Commission standing Consulting Engineer Task Order Agreement with French & Parrello Associates (FPA), this Task Order Assignment is to obtain engineering preliminary, final, and post design services to support the Commission needs for Toll Counting facilities at I-78, Easton Philipsburg, and Delaware Water Gap Toll Bridge Facilities.

As a part of a fast track implementation plan, Kick-Off Meeting was conducted with FPA on October 20, 2016, at which time the Consultant provided pre-schematic design sketches to expedite Commission's input on the same. The Consultant collected Project related record documents after this meeting, conducted site visits on October 25<sup>th</sup> at all three locations. Schematic Design Submission was received on November 9<sup>th</sup>, 2016 and a submission review meeting was held on November 14<sup>th</sup> sharing the Commission's comments with the Consultant. Final Design Submission was received December 30, 2016 and a design submission review meeting was conducted on January 9, 2017 and revised documents were received January 19, 2017.



# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021  
PROJECT STATUS REPORT**

## **APPROACH ROADWAY IMPROVEMENTS AT THE CENTRE BRIDGE – STOCKTON, NEW HOPE – LAMBERTVILLE, AND UHLERSTOWN – FRENCHTOWN TOLL-SUPPORTED BRIDGES**

**Design  
Task Order Assignment No. C-715A-1**

Under this Task Order Assignment (TOA) the Consultant, Pennoni, Inc. (Pennoni), is providing professional services for the design of approach roadway improvements at the Centre Bridge – Stockton, New Hope – Lambertville, and Uhlerstown – Frenchtown Toll-Supported Bridges. Improvements include select roadway repaving, re-striping, three (3) ADA ramps, replacement of six (6) inlets, curbing repair and patching/coating of a retaining wall.

Construction has been completed and a final walkthrough was performed on July 24. One punch list item remains and this contract will be closed out when it is completed.

**Construction Management  
Task Order Assignment No. C-733A-1**

Under this Task Order Assignment (TOA) the Consultant, KS Engineers, P.C., (KSE), is providing professional services for the construction inspection of approach roadway improvements at the Centre Bridge – Stockton, New Hope – Lambertville, and Uhlerstown – Frenchtown Toll-Supported Bridges. KSE is providing one full-time inspector during the appropriate periods of construction as well as providing cost, quality, and progress control administrative and field services.

Construction has been completed and a final walkthrough was performed on July 24. One punch list item remains and this contract will be closed out when it is completed.

**Construction  
Contract No. T/TS-735A-004**

Under this Job Order Contract (JOC) the Contractor, Mount Construction, Inc., (Mount), is providing construction services for approach roadway improvements at the Centre Bridge – Stockton (CB-S), New Hope – Lambertville (NH-L), and Uhlerstown – Frenchtown (U-F) Toll-Supported Bridges. Improvements include select roadway repaving, re-striping, three (3) ADA ramps, replacement of six (6) inlets, curbing repair and patching/coating of a retaining wall.

Notice to proceed was given on May 27, 2020. A pre-construction kick-off meeting was held online on May 27 and attended by representatives from the Commission, Mount, Pennoni (Design Engineer), Gordian (JOC Program Manager), CMTS (JOC Construction Manager), and KS Engineers (Construction Inspector). A conference call was held with officials from Lambertville and New Hope on May 28 to detail the project.

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

### **March 29, 2021 PROJECT STATUS REPORT**

Construction has been completed and a final walkthrough was performed on July 24. Job Order Supplement No. 2 has been executed to install a step at the base of the canal stairs. The step was installed on November 18<sup>th</sup>. Epoxy coating of the step and foundation of the stairs is scheduled for the spring when the warmer temperatures will allow for application and then the contract will be closed out.

### **ELECTRONIC SURVEILLANCE / DETECTION SYSTEM**

#### **ESS MAINTENANCE CONTRACT Contract No. DB-724A**

Schneider Electric Building Americas, Inc. continued to provide maintenance services in support of the Electronic Surveillance / Detection System under the direction of the Commission's Public Safety and Bridge Security, who operates the system from the Primary Control Center located at the New Jersey State Police's Regional Operation and Information Center (ROIC) in West Trenton, New Jersey.

### **ELECTRONIC TOLL COLLECTION CUSTOMER SERVICE CENTER/VIOLATION PROCESSING CENTER PROJECT Contract No. DB-584**

The New Jersey Turnpike Authority (NJTA), as the lead agency, is facilitating all meetings with the other agencies and Conduent to manage the implementation of outstanding system elements for the New Jersey E-ZPass Customer Service Center.

Commission staff worked with Conduent to establish their communication connection to the disaster recovery toll host located at the New Hope Administration Building. TransCore completed the network router configurations for the disaster recovery toll host. Conduent will finalize the connectivity of the NJ CSC to the disaster recovery toll host and will then test the end to end connection.

### **TRAFFIC COUNT PROGRAM UPGRADE Contract No. DR-550A**

A Purchase Order was issued to Signal Service, Inc., West Chester, PA for the traffic counters, server and additional materials. Signal Service is a member of the Pennsylvania Department of General Services COSTARS Program (Cooperative Purchasing Contract No. 4400012659). The COSTARS Program sets the pricing for the traffic counters, auxiliary equipment, and software to be purchased.

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**

### **PROJECT STATUS REPORT**

As the Commission expanded its wide area network (WAN) to the toll supported bridges, the traffic counters were all transitioned from the cellular modems to the WAN for the transmission of data. Commission staff is working with Signal Service to transition the counters for the free direction of the Toll Bridges from cellular modems to the WAN.

### **ELECTRONIC TOLL COLLECTION / TOLLING TASK ORDER CONSULTANT**

#### **TRAFFIC AND REVENUE FORECAST**

Task Order Assignment No. C-728A-1

Rummel, Klepper & Kahl, LLP (RK&K) facilitated the three (3) public toll hearings using the Zoom platform. RK&K prepared submitted the video recordings of the meetings, a draft meeting summary document and the transcripts of the meetings. Bi-weekly project status meetings occurred to review the project status.

#### **ALL ELECTRONIC TOLLING STUDY UPDATE**

Task Order Assignment No. C-728A-2

Commission Staff executed a task order agreement for Rummel, Klepper & Kahl, LLP (RK&K) to update the existing All Electronic Tolling (AET) Study, specifically the information related to the implementation of AET by other toll agencies throughout the region and any lessons learned. A draft report was submitted for Commission review.

### **ELECTRONIC TOLL COLLECTION SYSTEM REPLACEMENT DESIGN, BUILD AND MAINTAIN Contract No. DB-540A**

Kapsch submitted a list of recommendations for tuning adjustments for the Commission's transponder readers. The recommendations were submitted to TransCore for review and implementation. TransCore adjusted the reader tuning at Trenton-Morrisville Toll Bridge to improve transponder reading and currently monitoring to confirm the results. Additionally, TransCore repaired a failed channel within the existing reader at this location.

TransCore replaced a failed roadway loop at the I-78 Toll Bridge and we are coordinating with the Scudder Falls Bridge contractor to repair a failed loop at the Scudder Falls Toll Bridge.

TransCore submitted an order of magnitude estimate for the replacement of the roadway loops located within each conventional toll plaza lane and the Open Road Tolling zone as these will need to be replaced during the Delaware Water Gap Toll Bridge pavement rehabilitation project.

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**

## **PROJECT STATUS REPORT**

TransCore and Commission Staff participated in a Scudder Falls Bridge coordination meeting to plan to transition the toll lanes from the current interim configuration to the final configuration in the fall of 2021.

Commission Staff and TransCore meet monthly to review and discuss system operational and maintenance items. A weekly call also takes place to briefly review system maintenance items for the week.

## **JOB ORDER CONTRACTING SERVICES**

### **JOB ORDER CONTRACTING PROGRAM MANAGER**

Contract No. C-727A

Gordian Group's activities included providing program management services in support of individual job orders.

### **STRUCTURAL HEALTH MONITORING CONCEPT STUDY**

Contract No. C-750A-6

On February 26, 2021, WSP USA provided Commission staff with a summary review of their assessment of currently available structural health monitoring technologies to provide the Commission with timely information related to overweight vehicle passages and provide near real time alerts if any damage is detected.

## **GENERAL ENGINEERING CONSULTANT 2015-2020 ANNUAL INSPECTIONS**

C-684A

As the Commission's General Engineering Consultant (GEC), Van Cleef Engineering Associates, LLC, (formerly Cherry, Weber & Associates) (VCEA) is providing Annual Inspection Services for the Toll-Supported Bridges in 2016. VCEA was provided with Notice to Proceed on March 23, 2015. On November 21, 2016, the Commission, via Resolution 3090-11-16, extended VCEA's contract to perform GEC services and inspections in 2017 & 2018. On November 19, 2018, the Commission, via Resolution 4045-10-18, extended VCEA's contract to perform GEC services and inspections in 2019 & 2020, the second and final of two 2-year optional extensions in the original contract.

The Final Draft 2019 Annual Inspection Report has been finalized and is being submitted to the Commission for acceptance at the April 2020 Commission Meeting.

A kick-off meeting was held on February 26 for the 2020 Toll-Supported Bridge (TSB) Inspections at the I-78 Toll Bridge Maintenance Garage and attended by representatives from

## **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**March 29, 2021**

### **PROJECT STATUS REPORT**

Central and South Regional Maintenance, the Deputy Director of Maintenance, Engineering, the Deputy Executive Director of Operations and VCEA.

Inspections were scheduled to begin in late March at multiple toll-supported bridges. Due to the COVID-19 pandemic, and following guidelines from PennDOT and NJDOT, the TSB inspections due in March were pushed back into April. Inspections are scheduled to start the week of April 6, 2020. Field inspections for the Toll Supported bridges were started the week of April 6, 2020, with priority given to the bridges with a March due date. To date bridge inspections have been completed. Three (3) March bridges will have NBI dates that were pushed back to April (CBS, RB, UBEM), due to the Covid-19 delays and the resulting 2-week delay at the beginning of the schedule. All other bridge dates (months) have been met.

The Facility Inspections, on July 14 (Southern Region), and July 15, 2020 (Central & Northern Region), have been completed. Due to Covid-19 related issues, inspections were performed from the exterior of the facilities, unless specific issues were identified prior to the inspection by Maintenance.

Sign Retro-reflectivity Assessment scheduled for the nights of October 13 and 14, 2020.

The Draft Maintenance Report was submitted via ftp on September 25, 2020. The Draft Annual Inspection Report was submitted on October 8, 2020. Draft Annual and Draft Maintenance Reports were reviewed and comments sent back to the GEC the end of December 2020.

The GEC has submitted an electronic copy of the final report on March 3, 2021 for final review.

### **2015-2016 TRAFFIC ENGINEERING CONSULTANT**

Contract No. C-686A

Pennoni Associates prepared the final Traffic Engineers Report and presentation. The report was presented to the Commissioners at weekly status meeting and was accepted at the February 2021 Commission Meeting.

# **DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

## **OPERATIONS**

The following Pages reflect the reports on those items assigned to the Operations Department. Each item is reported separately and page numbered accordingly.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**OPERATIONS INDEX**  
**FOR**  
**PUBLIC SAFETY & BRIDGE SECURITY**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
Public Safety & Bridge Security	Status Reports Month of February 2021	1-23

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**PUBLIC SAFETY AND BRIDGE SECURITY**  
**Month of February 2021**

The below-listed items represent meetings, communications, tasks, and projects involving the Public Safety and Bridge Security Department:

**Radio System**

- During the month of February 2021, Public Safety and Bridge Security (PSBS) personnel, along with the NJ State Police and Motorola completed the work on microwave backhaul system. The NJSP are currently programming the equipment into the system.
- PSBS personnel alone, and in conjunction with the New Jersey State Police investigated various other DRJTBC radio issues both during and after normal working hours
- PSBS personnel continue to work with the Regions and IT to update the Maximo radio inventory database.

**Access Control System**

- During the month of February 2021, the ACS database was audited and pictures were updated for employees and contractor cards with the approved holographic image.
- Various other employee ACS rights were updated and/or changed at the request of supervisors.
- Various door alarms and ACS issues were addressed.

**Public Safety & Bridge Security**

- During the Month of February, PSBS continued to social distance the PCC staff by utilizing the SCC at NHLTB.
- During the Month of February, PSBS continued to social distance staff by using UBE TSB for central region AC's, TM TB for Southern region AC's.
- During the month of February 2021, PSBS continued to update and implemented the Alternate Work Procedures for the COVID-19 pandemic



**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**PUBLIC SAFETY AND BRIDGE SECURITY**  
**Month of February 2021**

- During the month of February 2021, PSBS personnel continued work with Schneider Electric on various new Capital Projects, MM camera upgrade and SCC enhancements.
- PSBS personnel reviewed and purged the ESS video storage database that contains copies of videos requested by DRJTBC personnel and outside agencies.
- The PSBS Primary & Secondary Control Center (PCC, SCC) continues to operate 24/7 and detected, documented, and assisted the Regional bridges with various emergencies, traffic, and security related incidents.
- During the month of February 2021, PSBS personnel worked with several police departments and DRJTBC personnel on various inquiries and investigations. As a result, PSBS personnel investigated and processed Twenty-seven video requests. Please see the attached “ESS Request Video Report” for a summary of information on each request.
- During the month of February 2021, PSBS continued work with Signal Services Inc. to install an oversized vehicle detection radar system at Riverton Belvidere.

Miscellaneous

- On February 28<sup>th</sup> 2021, PSBS and NJSP investigated a report of multiple gun shots fired from a White Ford pickup on the Uhlerstown Frenchtown Bridge. There were 4 pedestrians in the vicinity on the foot walk. NJSP is following up with PSP and local police on the Pennsylvania side of the bridge.
- During February 2021, PCC/SCC monitored various storm and flooding events
- During February 2021, PSBS attended a Teams meeting with engineering for the C-732A-3 project (I-78 Power and Communication Infrastructure Design)
- During February 2021, PSBS attended a Teams meeting with engineering for the T- 519A project (Southern Operations & Maintenance Facilities - Primary Control Center)
- In February 2021, PSBS Staff participated in Bi-weekly COVID-19 Task Force conference call to discuss COP-E plan updates and other matters that pertain to the ongoing pandemic.
- In February 2021, PSBS Staff attended the PSBS Coronavirus Staff meeting. Meetings took place each Monday in February

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**PUBLIC SAFETY AND BRIDGE SECURITY**  
**Month of February 2021**

- During the month of February 2021 PSBS staff worked on updating the Commission's COP-E Plan regarding the Coronavirus pandemic.
- During February 2021, PSBS Staff attended meetings with Motorola regarding the Radio systems for the SCC, PCC, and computer aided dispatch system and integrated telephone system.

## ESS Request Video

Report Run Date: 3/1/2021

Report Month: 2/1/2021- 2/28/2021

ID	Request Date	Request_Agency	Requestor	Location	Incident Type	DRJTBC Requestor
2685	2/1/21	DRJTBC	M. Leary Jr	Uhlerstown-French town	Commission Damage	Mark Leary Jr
2686	2/2/21	DRJTBC	Matt Skrebel	EP	Motor Vehicle Accident	Matt Skrebel
2687	2/4/21	NJSP	Tpr. Matt Rizzo	MM	Theft	Matt Skrebel
2688	2/4/21	DRJTBC	M. Leary Jr	DWG	Motor Vehicle Accident	Mark Leary Jr
2689	2/5/21	DRJTBC	D Stites PCC	NHL-TS	Motor Vehicle Accident	Denis Stites
2690	2/5/21		A. Leon	PC	Motor Vehicle Accident	Ariel Leon
2691	2/5/21	Drjtbc	M.WAHL	Northampton	Motor Vehicle Accident	Michael Wahl
2692	2/7/21	Drjtbc	M.WAHL	PC - Pedestrian	Other	Michael Wahl
2693	2/7/21	Drjtbc	M. Wahl	TM	Motor Vehicle Accident	Michael Wahl
2694	2/9/21	DRJTBC	Nicholas Knechel	Washington Crossing	Hit & Run MVA	Nicholas Knechel
2695	2/9/21	DRJTBC	M. Jones	DWG	Other	Matt Jones
2696	2/9/21	DRJTBC	M. Jones	Northampton	Motor Vehicle Accident	Matt Jones
2697	2/10/21	DRJTBC	D Stites PCC	EP	Motor Vehicle Accident	Denis Stites
2698	2/11/21	Drjtbc	M. Wahl	Calhoun St.	Motor Vehicle Accident	Michael Wahl
2700	2/14/21	DRJTBC	M. Jones	EP	Other	Matt Jones
2701	2/18/21	DRJTBC	M. Leary Jr	Lower Trenton	Overweight Crossing	Mark Leary Jr
2702	2/18/21	PSP Belfast	Joseph Trinian	MM	Police Investigation	Joseph Trinian
2703	2/20/21	Drjtbc	M. Wahl	TM		Michael Wahl
2704	2/23/21	PSP Trevoise	Tpr. Antonio V Stauffer	Scudder Falls	Motor Vehicle Accident	Matt Skrebel
2705	2/23/21	DRJTBC	Matt Skrebel	Northampton	Overweight Crossing	Matt Skrebel
2706	2/23/21	NJSP Kingwood	Det. Keith Hamlin	Uhlerstown-French town	Police Investigation	Matt Skrebel
	2/23/21	NJSP Kingwood	Det. Keith Hamlin	Uhlerstown-French town	Police Investigation	Matt Skrebel
2707	2/23/21	DRJTBC	Deputy Director of Tolls Jesse Cole	TM	Internal Investigation	Nicholas Knechel

## ESS Request Video

Report Run Date: 3/1/2021

Report Month: 2/1/2021- 2/28/2021

ID	Request Date	Request_Agency	Requestor	Location	Incident Type	DRJTBC Requestor
2709	2/24/21	NJSP Kingwood	Tpr. K. Whitaker #8262	Uhlerstown-French town	Theft	Matt Skrebel
2710	2/24/21	DRJTBC	Steve Mongiovi	TM	Hit & Run MVA	Stephen Mongiovi
2711	2/25/21		A. León	EP	Hit & Run MVA	Ariel Leon
2712	2/28/21	NJSP Kingwood	Robert Abreu	Uhlerstown-French town	Police Investigation	Joseph Trinian
Total for Month:		27				

# JANUARY 2021

Bridges	N/R Accidents		Traffic Accidents		Motorist Assists		Other	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA
Milford-Montague 40	0	0	0	0	0	0	0	0
Delaware Water Gap 41	0	1	4	1	5	0	95	0
Portland Pedestrian 42	0	0	0	0	0	0	0	0
Portland – Columbia 43	0	0	0	1	0	0	0	0
Riverton – Belvidere 44	0	0	0	0	0	0	1	0
Rt 22 EP 45	0	1	2	0	3	0	101	0
Northampton St 46	0	0	0	0	0	0	3	0
I-78 47	0	1	4	1	12	7	16	0
Riegelsville 48	0	0	0	0	0	0	0	0
Upper Black Eddy Milford 49	0	0	0	0	0	0	4	0
Uhlerstown Frenchtown 50	0	0	1	0	1	0	12	0
Lumberville Raven Rock 51	0	0	0	0	0	0	0	0
Centre Bridge Stockton 52	0	0	1	0	0	0	2	0
New Hope Lambertville Toll 53	0	0	0	0	0	0	36	0
New Hope Lambertville 54	0	0	1	0	0	0	12	0
Washington Crossing 55	0	0	0	0	0	0	3	0
Scudder Falls 56	0	0	0	0	0	0	1	0
Calhoun St 57	0	0	1	0	0	1	0	0
Lower Trenton 58	0	0	0	0	0	0	0	0
Morrisville Trenton 59	0	1	2	0		0		0

	Citations	Warnings	Security Checks
New Jersey State Police	316	135	710
Pennsylvania State Police	42	37	952

# February 2021 Overweight Crossings-Central Region

2/28/2020

Bridge	Total Turnarounds	Total Overweights	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued2	Local Police Response	No Response Requested
Riverton-Belvidere	66	4	1	3	3	0	3	0	0	0	0	0
Northampton St.	402	2	2	0	1	0	1	0	0	0	0	1
Riegelsville	110	1	1	0	1	0	0	0	0	0	0	0
Uhlerstown - Frenchtown	12	0	0	0	0	0	0	0	0	0	0	0
<b>February Totals</b>	<b>590</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Bridge	Total Turnarounds	Total Overweights	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued	Local Police Response	No Response Requested
Riverton-Belvidere	142	4	1	3	3	0	3	0	0	0	0	0
Northampton St.	828	4	4	0	3	1	2	0	0	0	0	1
Riegelsville	222	1	1	0	1	0	0	0	0	0	0	0
Uhlerstown - Frenchtown	46	3	0	3	3	2	1	0	0	0	0	0
<b>Year to Date Totals</b>	<b>1238</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

# February 2021 Overweight Crossings-Southern Region

2/28/2021

Bridge	Total Turnarounds	Total Overweights	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued2	Local Police Response	No Response Requested
Lower Trenton	25	60	0	60	0	0	0	60	36	24	0	0
Calhoun Street	54	6	4	2	2	0	2	4	1	3	0	0
Washington Crossing	101	0	0	0	0	0	0	0	0	0	0	0
New Hope Lambertville	82	1	1	0	0	0	0	1	0	1	0	0
Centre Bridge Stockton	66	4	0	4	4	3	1	0	0	0	0	0
<b>February Totals</b>	<b>328</b>	<b>71</b>	<b>5</b>	<b>66</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>65</b>	<b>37</b>	<b>28</b>	<b>0</b>	<b>0</b>

Bridge	Total Turnarounds	Total Overweights	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued	Local Police Response	No Response Requested
Lower Trenton	42	113	0	113	1	0	1	112	48	64	0	0
Calhoun Street	131	9	5	4	3	1	2	6	3	3	0	0
Washington Crossing	221	1	0	1	0	0	0	1	0	1	0	0
New Hope Lambertville	146	5	5	0	2	1	1	3	2	1	0	0
Centre Bridge Stockton	117	6	0	6	6	5	1	0	0	0	0	0
<b>Year to Date Totals</b>	<b>657</b>	<b>134</b>	<b>10</b>	<b>124</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>122</b>	<b>53</b>	<b>69</b>	<b>0</b>	<b>0</b>

## SR/CR February 2021 YTD Overweight Turnarounds/Crossings Report

Southern Region Bridge	Total Turnarounds	NJ Side Turnarounds	PA Side Turnarounds	Total Overweights
Lower Trenton	25	21	4	60
Calhoun Street	54	39	15	6
Washington Crossing	101	97	4	0
New Hope Lambertville	82	64	18	1
Centre Bridge Stockton	66	62	4	4
<b>YTD SR Totals</b>	<b>328</b>	<b>283</b>	<b>45</b>	<b>71</b>
Central Region Bridge	Total Turnarounds	NJ Side Turnarounds	PA Side Turnarounds	Total Overweights
Riverton-Belvidere	66	62	4	4
Northampton St.	402	365	37	4
Riegelsville	110	63	47	1
Uhlerstown - Frenchtown	12	10	2	3
<b>YTD CR Totals</b>	<b>590</b>	<b>500</b>	<b>90</b>	<b>12</b>
Southern/Central Region Bridges	Total Turnarounds	Total Turnarounds NJ Side	Total Turnarounds PA Side	Total Overweights
February YTD SR/CR Totals	<b>1895</b>	<b>1608</b>	<b>287</b>	<b>151</b>



# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Riverton-Belvidere

MONTH February

YEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 27-Feb	TOTAL
Hours Worked	168	168	168	168	672
Patrols	69	78	76	82	305
Overweight Crossings	0	2	1	1	4
Overweights Refused	13	18	12	23	66
Pass Through	1	2	4	3	10
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
State / Local Police Requested	0	5	3	2	10
Fire Dept. Requested	0	0	0	0	0
EMS/ First Aid Requests	0	0	0	0	0
Traffic Control	0	8	2	8	18
Jumpers/Code 100	0	0	0	0	0
Public Interactions	15	33	24	42	114
Bicycle Warnings	1	0	0	0	1
Other	9	8	6	6	29

### NOTES:

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**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**MONTHLY ACTIVITY SERVICES RENDERED REPORT**

BRIDGE Northampton Street

MONTH February

YEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 27-Feb	TOTAL
Hours Worked	336	336	336	336	1344
Patrols	168	149	153	168	638
Overweight Crossings	0	1	0	1	2
Overweights Refused	114	119	79	90	402
Pass Through	0	0	0	0	0
Disabled Vehicles	0	0	1	0	1
Accidents	0	1	0	0	1
State / Local Police Requested	1	4	0	1	6
Fire Dept. Requested	0	0	0	0	0
EMS/ First Aid Requests	0	0	0	0	0
Traffic Control	38	43	11	17	109
Jumpers/Code 100	0	0	0	0	0
Public Interactions	116	82	126	110	434
Bicycle Warnings	0	1	0	0	1
Other	6	10	9	6	31

**NOTES:**

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# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Riegelsville

MONTH February

YEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 27-Feb	TOTAL
Hours Worked	336	336	336	336	1344
Patrols	168	158	137	165	628
Overweight Crossings	0	1	0	0	1
Overweights Refused	15	22	26	47	110
Pass Through	0	0	1	2	3
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
State / Local Police Requested	0	1	1	0	2
Fire Dept. Requested	0	0	0	0	0
EMS/ First Aid Requests	0	0	0	0	0
Traffic Control	0	0	3	0	3
Jumpers/Code 100	0	0	0	0	0
Public Interactions	24	17	17	34	92
Bicycle Warnings	0	0	0	0	0
Other	0	0	1	1	2

**NOTES:**

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# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Upper Black Eddy-Milford

MONTH February

YEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 27-Feb	TOTAL
Hours Worked	0	6	9	0	15
Patrols	0	6	3	0	9
Overweight Crossings	0	0	0	0	0
Overweights Refused	0	0	0	0	0
Pass Through	0	0	0	0	0
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
State / Local Police Requested	0	0	0	0	0
Fire Dept. Requested	0	0	0	0	0
EMS/ First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	0	0
Jumpers/Code 100	0	0	0	0	0
Public Interactions	0	3	2	0	5
Bicycle Warnings	0	0	0	0	0
Other	0	0	4	0	4

**NOTES:**

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Uhlerstown-Frenchtown

MONTH February

YEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 27-Feb	TOTAL
Hours Worked	0	22	39	28	89
Patrols	0	11	19	14	44
Overweight Crossings	0	0	0	0	0
Overweights Refused	0	4	3	5	12
Pass Through	0	0	2	0	2
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
State / Local Police Requested	0	0	0	0	0
Fire Dept. Requested	0	0	0	0	0
EMS/ First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	0	0
Jumpers/Code 100	0	0	0	0	0
Public Interactions	0	5	5	5	15
Bicycle Warnings	0	0	0	1	1
Other	0	1	0	0	1

### NOTES:

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**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**MONTHLY ACTIVITY SERVICES RENDERED REPORT**

BRIDGE Portland-Columbia Pedestrian

MONTH February

YEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 27-Feb	TOTAL
Hours Worked					0
Patrols	14	14	13	14	55
Overweight Crossings					0
Overweights Refused					0
Pass Through					0
Disabled Vehicles					0
Accidents					0
State / Local Police Requested					0
Fire Dept. Requested					0
EMS/ First Aid Requests					0
Traffic Control					0
Jumpers/Code 100					0
Public Interactions					0
Bicycle Warnings					0
Other					0

**NOTES:**

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## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORTBRIDGE Centre-Bridge StocktonMONTH FebruaryYEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 28-Feb	TOTAL
Hours Worked	144	168	168	168	648
Patrols	40	61	68	72	241
Overweight Crossings	0	0	3	1	4
Overweights Refused	19	12	17	18	66
Pass Through	7	3	3	8	21
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	3	1	4
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	19	12	20	19	70
Jumpers / Code 100	0	0	0	0	0
Public Interactions	4	8	3	15	30
Bicycle Warnings	0	0	2	1	3
Other	6	0	0	1	7

**NOTES:**

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE New Hope - LambertvilleMONTH FebruaryYEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 28-Feb	TOTAL
Hours Worked	240	292	308	324	1164
Patrols	55	62	74	122	313
Overweight Crossings	0	0	1	0	1
Overweights Refused	21	17	23	21	82
Pass Through	0	0	4	0	4
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	0	0
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	21	17	24	21	83
Jumpers / Code 100	0	0	0	0	0
Public Interactions	113	98	102	119	432
Bicycle Warnings	2	0	0	8	10
Other	0	0	0	0	0

**NOTES:**



## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Washington CrossingMONTH FebruaryYEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 28-Feb	TOTAL
Hours Worked	144	168	168	168	648
Patrols	35	42	71	69	217
Overweight Crossings	0	0	0	0	0
Overweights Refused	25	23	26	27	101
Pass Through	5	8	2	0	15
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	0	0
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	30	31	28	27	116
Jumpers / Code 100	0	0	0	0	0
Public Interactions	14	18	16	10	58
Bicycle Warnings	0	0	1	0	1
Other	2	3	3	3	11

**NOTES:**

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORTBRIDGE Calhoun StreetMONTH FebruaryYEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 28-Feb	TOTAL
Hours Worked	252	336	324	336	1248
Patrols	102	104	137	121	464
Overweight Crossings	1	2	0	3	6
Overweights Refused	14	11	14	15	54
Pass Through	1	0	3	0	4
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	1	2	0	3	6
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	15	13	14	18	60
Jumpers / Code 100	0	0	0	0	0
Public Interactions	5	8	3	4	20
Bicycle Warnings	1	2	0	0	3
Other	0	0	1	0	1

NOTES:

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORTBRIDGE Lower TrentonMONTH FebruaryYEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 28-Feb	TOTAL
Hours Worked	28	21	66	24	139
Patrols	9	11	29	9	58
Overweight Crossings	15	13	20	12	60
Overweights Refused	9	7	4	5	25
Pass Through	4	6	1	0	11
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	11	8	15	9	43
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	28	26	25	17	96
Jumpers / Code 100	0	0	0	0	0
Public Interactions	7	1	14	5	27
Bicycle Warnings	9	0	2	6	17
Other	0	0	0	0	0

**NOTES:**

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORTBRIDGE Lumberville - Raven RockMONTH FebruaryYEAR 2021

ACTIVITY/SERVICE	WEEK OF 6-Feb	WEEK OF 13-Feb	WEEK OF 20-Feb	WEEK OF 28-Feb	TOTAL
Hours Worked	0	0	0	0	0
Patrols	15	12	15	13	55
Overweight Crossings	0	0	0	0	0
Overweights Refused	0	0	0	0	0
Pass Through	0	0	0	0	0
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	0	0
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	0	0
Jumpers / Code 100	0	0	0	0	0
Public Interactions	0	0	0	0	0
Bicycle Warnings	0	0	0	0	0
Other	0	0	0	0	0

NOTES:

2021

## AC Monthly Activity Report

February 2021

Location	Bridge Checks	Overweights	Accidents	Jumpers	Disabled Vehicles	Medical Emergencies
Lower Trenton	128	60	1	0	3	0
Calhoun Street	120	6	2	0	1	0
Scudder Falls	425	0	4	0	17	0
Washington Crossing	69	0	1	0	0	0
New Hope	62	1	0	0	0	0
Lambertville	47	4	0	0	0	0
Centre Bridge	33	0	0	0	0	0
Stockton	33	0	0	0	0	0
Lumberville	131	0	0	0	0	0
RavenRock	144	0	0	0	0	0
Uhlersown	176	1	0	0	0	0
Frenchtown	263	2	3	0	0	0
Upper Black Eddy	125	4	0	0	0	0
Milford	55	0	0	0	0	0
Riegelsville	1778	78	11	0	21	0
Totals						

## Yearly Totals

Location	Bridge Checks	Overweights	Accidents	Jumpers	Disabled Vehicles	Medical Emergencies
Lower Trenton	250	113	1	0	3	0
Calhoun Street	240	83	4	0	2	0
Scudder Falls	728	0	4	0	23	0
Washington Crossing	160	1	2	0	0	0
New Hope	132	5	0	0	0	0
Lambertville	100	6	1	0	0	0
Centre Bridge	68	0	0	0	0	0
Stockton						
Lumberville						
RavenRock						

Location	Bridge Checks	Overweights	Accidents	Jumpers	Disabled Vehicles	Medical Emergencies
Uhlersown	172	3	0	0	0	0
Frenchtown						
Upper Black Eddy	194	0	0	0	0	1
Milford						
Riegelsville	240	1	0	0	0	0
Northampton St.	367	4	3	0	0	0
Riverton						
Belvidere	171	4	0	0	0	0
Portland Columbia	81	0	1	0	0	0
Totals	2903	220	16	0	28	1

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**Operations Report Index**

**Maintenance and Toll Operations**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
Maintenance and Toll	Status report Month of February 2021	1-8

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**MAINTENANCE AND TOLL OPERATIONS**  
**MONTH OF FEBRUARY 2021**

- Participated in COVID-19 Task Force conference call to discuss COP-E plan, PPE protocols, inventory, usage and other matters that pertain to the ongoing Covid-19 pandemic.
- Participated in Microsoft Teams kick off meeting for CM-519A Southern Operations and Maintenance Facilities Improvements.
- Participated in conference call meeting with Purchasing department and Binsky Mechanical to discuss New Hope Lambertville Toll lane air conditioning replacement project.
- Participated in weekly conference call with Toll Lieutenants to discuss Garda, Scheduling, PPE, COVID-19 and Toll Rate Adjustment.
- Participated in monthly Toll Sergeants conference call to review PPE safety protocols, Staffing, ADP portal and other items.
- Participated in conference call with Regional Maintenance Supervisors to discuss facility deep cleaning, vehicle and equipment repairs, snow preparations and salt ordering procedures.
- Participated in conference call meeting with purchasing department to discuss guidelines for armored car request for proposals.
- Senior Director provided storm usage totals and vehicle/equipment repairs for the month of February to the First Senior Director of Operations.
- Senior Director provided weekly Personal Protective Equipment (PPE) gloves, masks, etc. usage report to the First Senior Director of Operations and COVID-19 task force.
- Senior Director reviewed and approved invoices 88, 89 and 90 for Guiderail Attenuator repairs completed by J. Fletcher Creamer.
- Senior Director prepared monthly Maintenance and Toll reports for the February 2021 staff agenda meeting.



**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

- Senior Director prepared and forwarded report of Use of Commission Facilities report for the month of February 2021 to the First Senior Director of Operations.

**Maintenance Operations**

- Director of Maintenance moderated weekly conference call with Regional Maintenance Supervisors. ( Covid-19, Workplace PPE Protocol, Deep Cleaning, Winter weather reports)
- Director of Maintenance developed a staggered lunch/break time schedule for all maintenance locations to assist in our efforts to adhere to social distancing guidelines.
- Director of Maintenance attended T-707A Scudders Falls Administration Building Management System training.
- Director of Maintenance provided Senior Director with monthly reports of activities completed for the month of February from Regional Maintenance Supervisors.
- Trenton Morrisville maintenance crews repaired damaged roof at the Trenton Morrisville toll plaza toll booth.
- Trenton Morrisville maintenance crews prepared trucks and equipment for numerous snow events.
- Trenton Morrisville maintenance crews continue regular cleaning of Southern Region Toll Supported Bridge shelters and Administration building.
- Trenton Morrisville maintenance crews repaired and patched potholes on Commission roadways.
- New Hope Maintenance crews prepared trucks and equipment for numerous snow events.
- New Hope maintenance crews replaced pressure switch on the well tank at Washington Crossing Shelter,
- New Hope Maintenance crews continue regular cleaning of the New Hope Toll administration building and Southern Region toll supported bridge shelters.
- New Hope maintenance crews repaired and patched potholes on Commission roadways.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

- I-78 Maintenance crews prepared trucks and equipment for numerous snow events.
- I-78 Maintenance crews continue regular cleaning of the I-78 Toll and Maintenance Garage buildings.
- I-78 Maintenance crews continue making brine to pretreat roadways before weather events.
- I-78 maintenance crews replaced pressure relief valve for boiler number three in maintenance garage.
- I-78 maintenance crews repaired and patched potholes on Commission roadways.
- Easton Phillipsburg Maintenance crews prepared trucks and equipment for impending snow events.
- Easton Phillipsburg Maintenance crews continue regular cleaning of the Easton Phillipsburg administration building and Central Region toll supported bridge shelters.
- Easton Phillipsburg maintenance crews repaired and patched potholes on Commission roadways.
- Portland-Columbia Maintenance crews prepared trucks and equipment for impending snow events.
- Portland-Columbia maintenance crews continue regular cleaning of all areas of the Portland Columbia facility.
- Portland-Columbia maintenance crews repaired and patched potholes on Commission roadways.
- Portland- Columbia maintenance crews removed graffiti from Portland-Columbia pedestrian bridge.
- Delaware Water Gap Maintenance crews prepared trucks and equipment for impending snow events.
- Delaware Water Gap maintenance crews continue regular cleaning of the Delaware Water Gap facility.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

- Delaware Water Gap maintenance crews repaired and patched potholes on Commission roadways.
- Milford – Montague maintenance crews continue to make brine to pretreat roadways for February snow/ ice events.
- Milford-Montague maintenance crews prepared snow plows and equipment in preparation for next snow event.
- Milford-Montague maintenance crews continue regular cleaning of the Milford-Montague facility.
- Milford-Montague maintenance crews repaired and patched potholes on Commission roadways.

**Toll Operations**

- Director of Tolls prepared and forwarded weekly toll cash deposits and cash transaction reports.
- Director of Tolls provided weekly report on daily cash pickups by armored car service.
- Director of Tolls prepared checklist of items to complete in preparation for the proposed Toll Rate Adjustment.
- Director held monthly Sergeants conference call meeting to provide updates and discuss.
  - Safety Protocols
  - Snow Operations
  - Covid-19
  - Staffing
  - ADP
  - Toll Rate Adjustment
- Director of Tolls held weekly Toll Lieutenants conference call meetings to discuss Covid-19, Toll staffing and proposed toll rate adjustment.
- Director of Tolls updated inventory to track all toll PPE usage and provide a weekly report.
- Director of Toll and Deputy Director of Toll monitored payroll and addressed any ADP or Portal issues.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

- Director of Toll and Deputy Director of Toll continue to review monthly variance reports and implemented changes to reduce variances.
- Director of Toll participated in Transcore weekly conference calls to discuss toll system issues and updates.

**Fleet Department**

**Vehicle & Equipment Status**

- Sweeper demo cancelled. Ravo fell short of providing the features needed to compete with Elgin brand currently in use.
- Craftco Tar Pot received at NHL.
- RMS Meeker submitted a request for a scanner tool to diagnose vehicles.
- Additional recalls sent to all RMS for completion for various vehicles in each region.
- Still waiting on new vendor quote to transport salt conveyor, Corbett Inc. will forward to Fleet Manager once ready.
- Cylinder breather valve retrofit/ fix almost completed. All locations provided with kits to complete repair in house. RMS Schermerhorn waiting on two additional plow cylinder kits to ship from ARM.
- Fleet and Purchasing contacted Penn DOT and other similar agencies to compare their large plow truck design with the DRJTBC large plow truck spec prior to changing.
- Fleet Department in process of procuring equipment trailer, dump trailer, and snow blower for TM.

**Vehicle & Equipment Repairs**

- All regions performed routine monthly maintenance on vehicles and equipment as needed.
- DWG- Attenuator claim in process. Check has been received.
- MM-2019 new Chevy 6500 diagnosed and repaired after third trip back to Brown Daub.

**Other Items**

- Registration renewals completed as needed.
- Added new vehicles/ equipment to Fleet insurance as needed.
- Supplied accounting with new asset spread sheets.
- Added assets into Maximo.

## Southern Region

## LeVar Talley, Director of Maintenance

**Richard Taitt Deputy Director of Maintenance**

**Larry Dubin, Regional Maintenance Supervisor, Trenton-Morrisville**

**Charles Slack, Regional Maintenance Supervisor, New Hope-Lambertville**

## Trenton-Morriville Toll Bridge

[illegible]

## New Hope-Lambertville Toll Bridge

[illegible]

## Central Region

## LeVar Talley, Director of Maintenance

**Richard Taitt Deputy Director of Maintenance**

**Robert Varju, Regional Maintenance Supervisor, I-78**

**Nat Amato, Regional Maintenance Supervisor, Easton-Phillipsburg**

## Easton-Phillipsburg Toll Bridge

[illegible]

## I-78 Toll Bridge

[illegible]

## Northern Region

## LeVar Talley, Director of Maintenance

**Richard Taitt Deputy Director of Maintenance**

**James Gower, Regional Maintenance Supervisor**

**Matt Meeker, Regional Maintenance Supervisor - Milford-Montague**

## Portland-Columbia Toll Bridge

[illegible]

## Delaware Water Gap Toll Bridge

[illegible]

## Milford-Montague Toll Bridge

[illegible]

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**USE OF FACILITIES REQUEST REPORT**

**MONTH OF FEBRUARY 2021**

SUBJECT	DESCRIPTION	PAGE NUMBER
Use of Facilities	Use of Facilities Request-Month of February 2021	1



**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**PROPERTY REPORT**

**Use of Commission Facilities**

<b>Facility</b>	<b>Organization</b>	<b>Date/Time</b>	<b>Description of Use</b>
New Hope Toll Bridge	SKODA Contracting (City of Lambertville)	January 27, 2021 through July 30, 2021	Laydown equipment during natural gas upgrade project in City of Lambertville.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**  
**Meeting of March 29, 2021**

**OPERATIONS INDEX**

**FOR**

**TRAINING AND EMPLOYEE SAFETY**

SUBJECT	DESCRIPTION	PAGE NUMBER
Training & Employee Safety	Status Reports Month of February 2021	1 of 8

## DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

### TRAINING AND EMPLOYEE SAFETY DEPARTMENT MONTH OF FEBRUARY 2021

The below-listed items represent meetings, communications, tasks, and accomplishments of the Training and Employee Safety Department:

The Training & Employee Safety (TES) Department instructed and/or facilitated (13) virtual training sessions for (273) commission employees during the month of February. The following are training topics for the month of February.

- The Extraordinary Administrative Professional
- How to Remain Cool and Collected in Challenging Conversations
- Presentation Skills for a Virtual Audience
- Workplace Collaboration Strategies
- Navigating Gossip and Grapevines in the Workplace
- Pressure Washing Safety
- Chainsaw Safety
- Backing up Hazards
- Front End Loader Safety

#### Training / Litmos Learning Management System

- Updated Power Point for upcoming staff training on the new LMS
- Continued process of downloading Litmos course descriptions content into LMS
- Communicated with LITMOS Support to trouble shoot errors in (LMS)
- Synchronized Litmos weekly report with ADP to reflect employee changes
- Updated training records/courses in Litmos
- Coordinated TEAMS virtual training for commission personnel
- Hosted/facilitated Professional Development Courses
- Coordinated “Understanding Unconscious Bias” Training #2 for DRJTBC Managers/Supervisors w/presenter (Tracy Brown)
- Scheduled affected DRJTBC personnel for “Intent vs Impact”, Unconscious Bias Training via Intentional Inclusion Inc.
- Re-scheduled maintenance personnel for Traffic Control Coordinator Certification (Due to inclement weather conditions)

TRAINING AND EMPLOYEE SAFETY DEPARTMENT  
MONTH OF FEBRUARY 2021

Training – (Continued)

- Conducted weekly TEAMS Meetings for TES Staff
- Collaborated with Amp Sales/Services, obtained a quote for Bridge Master and Bucket Truck Training (Fall of 2021)
- Scheduled Professional Development courses for March “Developing Your Emotional Intelligence” and “Dealing With Toxic Employees: Bad Behavior”
- Facilitated/hosted Skill Path Course “Presentation Skills For a Virtual Audience”
- Facilitated/hosted Skill Path Course “Workplace Collaboration Strategies”
- Actively working to transition “Harassment Prevention” PowerPoint into Litmos utilizing Adobe Captivate software
- Conducted bi-weekly toolbox talks via Microsoft TEAMS recordings for maintenance personnel

Administrative –

- Briefed/updated TES personnel on bi-weekly Task Force calls
- Assigned Work from Home duties for TES Coordinators and TES Assist. Coordinators
- Monitor/Approve ADP for TES personnel
- Coordinated calls with LITMOS Support Staff as needed
- Initiated requisition for Flagger Certification Training w/PSATS
- Conducted background checks for new part-time employees
- Started to prepare a “ Basic User Manual Guide” (LMS)
- Continued the process of assign rules for Litmos functionality
- Collaborated w/PMA regarding Workplace Safety Committee business
- Disseminated Communication for Managers Newsletters provided to Staff
- Updated the Daily TES Facility Log (Contact Tracing Protocol)
- Participated in scheduled COVID-19 Task Force calls
- Prepared/Submitted the Monthly Operations Report for TES
- Initiated requisition # 11177 for Unconscious Bias Training

TRAINING AND EMPLOYEE SAFETY DEPARTMENT  
MONTH OF FEBRUARY 2021

State Police/Liaison Collaboration

- Reviewed/Processed NJSP/PSP invoices in SharePoint (MOU/Overtime details)
- Obtained requested accident reports from NJSP/PSP Liaisons
- Approved State Police invoices
- Coordinated PSP/NJSP personnel for DRJTBC details
- Facilitated State Police Details at the Delaware Water Gap (DWG)

Employee Safety –

- Researched safety topics for Tool Box Talks(TBT)
- Reviewed/approved upcoming toolbox talk topics: Driver Distractions , Fall Prevention/Fall Protection, Flammable Liquid Storage and Hand Tool Ergonomics
- Uploaded TBT Training videos to share on TEAMS
- Scheduled TBT via TEAMS for North , South & Central Regions
- Recorded TBT Presentations for maintenance personnel to review
- Facilitated discussion of: Pressure Washer Safety , Chainsaw Safety , Backing up Hazards and Front End Loader Safety
- Ensured accountability of Sign in Sheets for proper training documentation
- Prepared for Monthly Work Place Safety Committee Meeting
- Developed/posted a WPSC flyer identifying active members
- Collaborated w/IT to post WPSC Meeting minutes on the DRJTBC intranet
- Checked/documented AED Kits in all regions
- Replaced damaged AED cover from Central Region location
- Checked First Aid Kits and replenished as needed
- Replaced first aid kits at all commission facilities/locations
- Coordinated Bucket Truck/Bridge Master Training (Tentatively Fall of 2021)

### TES MONTHLY TRAINING REPORT - FEBRUARY 2021

Date	Class Name	Business Unit	Employee ID
Total # of Courses: 9		Total # of Classes: 13	Total # Trained: 273
2/2/2021	The Extraordinary Administrative Professional - SkillPath		# Trained for Day: 1
			# in Class: 1
		OPERATIONS	Aminah El-Burki
2/9/2021	How to Remain Cool & Collected in Challenging Conversations - SkillPath		# Trained for Day: 7
			# in Class: 7
		OPERATIONS	Aminah El-Burki
		ADMINISTRATIVE	Charles Stracciolini
		OPERATIONS	John McCallum
		ADMINISTRATIVE	Kimberly Carr
		ADMINISTRATIVE	Michael McCandless
		OPERATIONS	Tracy Genest
		OPERATIONS	Wade Caccese
2/10/2021	How to Remain Cool & Collected in Challenging Conversations - SkillPath		# Trained for Day: 3
			# in Class: 3
		OPERATIONS	Jack Baum
		ADMINISTRATIVE	Jodee Inscho
		OPERATIONS	Randy Piazza, Jr.
2/11/2021	How to Remain Cool & Collected in Challenging Conversations - SkillPath		# Trained for Day: 5
			# in Class: 5
		OPERATIONS	James Cavallo
		OPERATIONS	Kevin Fey
		OPERATIONS	Lauren Werner
		OPERATIONS	Matthew Corrigan
		OPERATIONS	Michele Gara
2/17/2021	Presentation Skills for a Virtual Audience - SkillPath		# Trained for Day: 1
			# in Class: 1
		OPERATIONS	Linda Tipton
2/23/2021	Workplace Collaboration Strategies - SkillPath		# Trained for Day: 7
			# in Class: 1
		OPERATIONS	Lauren Werner
	Navigating Gossip & Grapevines in the Workplace - SkillPath		# in Class: 6
		OPERATIONS	John McCallum
		ADMINISTRATIVE	Charles Stracciolini
		OPERATIONS	Kevin Fey
		ADMINISTRATIVE	Kimberly Carr
		OPERATIONS	Matthew Corrigan
		OPERATIONS	Wade Caccese
2/24/2021	Navigating Gossip & Grapevines in the Workplace - SkillPath		# Trained for Day: 6
			# in Class: 6
		OPERATIONS	Aminah El-Burki
		ADMINISTRATIVE	Jodee Inscho
		OPERATIONS	Jack Baum
		OPERATIONS	Kellie Thoms
		OPERATIONS	Lauren Werner
		OPERATIONS	Stacy Wilson
2/25/2021	Navigating Gossip & Grapevines in the Workplace - SkillPath		# Trained for Day: 3
			# in Class: 3
		OPERATIONS	James Cavallo
		OPERATIONS	Jesse Cole
		OPERATIONS	Michele Gara
2/2021	NR/CR/SR Toolbox Talks - Pressure Washing Safety		# Trained for Month: 60
			# in Class: 60
		OPERATIONS	Matthew Meeker
		OPERATIONS	Daniel Vander Berg
		OPERATIONS	Michael Cumkey
		OPERATIONS	Travis Utter
		OPERATIONS	William Kresge
		OPERATIONS	Jamie Franks
		OPERATIONS	Ernest Rath
		OPERATIONS	Robert Reinhardt
		OPERATIONS	James Gower
		OPERATIONS	Kyle Williams
		OPERATIONS	William Borger
		OPERATIONS	Brian Feller
		OPERATIONS	Walter Paul George
		OPERATIONS	Mason Vance

OPERATIONS	Steve Borger
OPERATIONS	Taylor Perry
OPERATIONS	William Luscik
OPERATIONS	Paul Wallace
OPERATIONS	Leon Werkheiser, Jr.
OPERATIONS	Nat Amato
OPERATIONS	Wayne Stamets
OPERATIONS	John Marason
OPERATIONS	Christopher Gulin
OPERATIONS	Matthew Gary
OPERATIONS	Richard Kisselbach
OPERATIONS	Aaron Kinsman
OPERATIONS	Phillip Becker
OPERATIONS	Doug Scheer
OPERATIONS	Paul Panto
OPERATIONS	Lew Hann
OPERATIONS	Robert Tilwick
OPERATIONS	Robert Smith
OPERATIONS	John Cerra
OPERATIONS	Aaron Schermerhorn
OPERATIONS	Charles Slack
OPERATIONS	Richard Hett
OPERATIONS	Richard Fleming, Jr.
OPERATIONS	Christopher Jackson
OPERATIONS	Kaitlyn Piro
OPERATIONS	Robert Williamson
OPERATIONS	Joseph Ritts
OPERATIONS	George Farrell
OPERATIONS	John Anderson
OPERATIONS	Greggory Rickert
OPERATIONS	Jared Burd
OPERATIONS	Austin McCleery
OPERATIONS	Justin Crisp
OPERATIONS	Michael Schermerhorn
OPERATIONS	Anthony Sassani
OPERATIONS	Matthew Satmary
OPERATIONS	Michael Carosi
OPERATIONS	Shaun Profy
OPERATIONS	Frederick Fennimore
OPERATIONS	Nicholas Kapral
OPERATIONS	Brian Carr
OPERATIONS	Donald Day
OPERATIONS	Rayford Johnson
OPERATIONS	Harry Fawkes
OPERATIONS	Bryan Hyjurick
OPERATIONS	Michael Paleafico

2/2021

NR/CR/SR Toolbox Talks - Chainsaw Safety

# Trained for Month: 60

# in Class: 60

OPERATIONS	Matthew Meeker
OPERATIONS	Daniel Vander Berg
OPERATIONS	Michael Cumkey
OPERATIONS	Travis Utter
OPERATIONS	William Kresge
OPERATIONS	Jamie Franks
OPERATIONS	Ernest Rath
OPERATIONS	Robert Reinhardt
OPERATIONS	James Gower
OPERATIONS	Kyle Williams
OPERATIONS	William Borger
OPERATIONS	Brian Feller
OPERATIONS	Walter Paul George
OPERATIONS	Mason Vance
OPERATIONS	Steve Borger
OPERATIONS	Taylor Perry
OPERATIONS	William Luscik
OPERATIONS	Paul Wallace
OPERATIONS	Leon Werkheiser, Jr.
OPERATIONS	Nat Amato
OPERATIONS	Wayne Stamets
OPERATIONS	John Marason



OPERATIONS	Christopher Gulini
OPERATIONS	Matthew Gary
OPERATIONS	Richard Kisselbach
OPERATIONS	Aaron Kinsman
OPERATIONS	Phillip Becker
OPERATIONS	Doug Scheer
OPERATIONS	Paul Panto
OPERATIONS	Lew Hann
OPERATIONS	Robert Tilwick
OPERATIONS	Robert Smith
OPERATIONS	John Cerra
OPERATIONS	Aaron Schermerhorn
OPERATIONS	Charles Slack
OPERATIONS	Richard Hett
OPERATIONS	Richard Fleming, Jr.
OPERATIONS	Christopher Jackson
OPERATIONS	Kaitlyn Piro
OPERATIONS	Robert Williamson
OPERATIONS	Joseph Ritts
OPERATIONS	George Farrell
OPERATIONS	John Anderson
OPERATIONS	Greggory Rickert
OPERATIONS	Jared Burd
OPERATIONS	Austin McCleery
OPERATIONS	Justin Crisp
OPERATIONS	Michael Schermerhorn
OPERATIONS	Anthony Sassani
OPERATIONS	Matthew Satmary
OPERATIONS	Michael Carosi
OPERATIONS	Shaun Profy
OPERATIONS	Frederick Fennimore
OPERATIONS	Nicholas Kapral
OPERATIONS	Brian Carr
OPERATIONS	Donald Day
OPERATIONS	Rayford Johnson
OPERATIONS	Harry Fawkes
OPERATIONS	Bryan Hyjurick
OPERATIONS	Michael Paleafico

2/2021

NR/CR/SR Toolbox Talks - Backing Up Hazards

# Trained for Month: 60  
# in Class: 60

OPERATIONS	Matthew Meeker
OPERATIONS	Daniel Vander Berg
OPERATIONS	Michael Cumkey
OPERATIONS	Travis Utter
OPERATIONS	William Kresge
OPERATIONS	Jamie Franks
OPERATIONS	Ernest Rath
OPERATIONS	Robert Reinhardt
OPERATIONS	James Gower
OPERATIONS	Kyle Williams
OPERATIONS	William Borger
OPERATIONS	Brian Feller
OPERATIONS	Walter Paul George
OPERATIONS	Mason Vance
OPERATIONS	Steve Borger
OPERATIONS	Taylor Perry
OPERATIONS	William Luscik
OPERATIONS	Paul Wallace
OPERATIONS	Leon Werkheiser, Jr.
OPERATIONS	Nat Amato
OPERATIONS	Wayne Stamets
OPERATIONS	John Marason
OPERATIONS	Christopher Gulini
OPERATIONS	Matthew Gary
OPERATIONS	Richard Kisselbach
OPERATIONS	Aaron Kinsman
OPERATIONS	Phillip Becker
OPERATIONS	Doug Scheer
OPERATIONS	Paul Panto
OPERATIONS	Lew Hann



OPERATIONS	Robert Tilwick
OPERATIONS	Robert Smith
OPERATIONS	John Cerra
OPERATIONS	Aaron Schermerhorn
OPERATIONS	Charles Slack
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OPERATIONS	Christopher Jackson
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OPERATIONS	Joseph Ritts
OPERATIONS	George Farrell
OPERATIONS	John Anderson
OPERATIONS	Greggory Rickert
OPERATIONS	Jared Burd
OPERATIONS	Austin McCleery
OPERATIONS	Justin Crisp
OPERATIONS	Michael Schermerhorn
OPERATIONS	Anthony Sassani
OPERATIONS	Matthew Salmary
OPERATIONS	Michael Carosi
OPERATIONS	Shaun Profy
OPERATIONS	Frederick Fennimore
OPERATIONS	Nicholas Kapral
OPERATIONS	Brian Carr
OPERATIONS	Donald Day
OPERATIONS	Rayford Johnson
OPERATIONS	Harry Fawkes
OPERATIONS	Bryan Hyjurick
OPERATIONS	Michael Paleafico

2/2021

**NR/CR/SR Toolbox Talks - Front End Loader Safety**

**# Trained for Month: 60**

**# In Class: 60**

OPERATIONS	Matthew Meeker
OPERATIONS	Daniel Vander Berg
OPERATIONS	Michael Curnkey
OPERATIONS	Travis Utter
OPERATIONS	William Kresge
OPERATIONS	Jamie Franks
OPERATIONS	Ernest Rath
OPERATIONS	Robert Reinhardt
OPERATIONS	James Gower
OPERATIONS	Kyle Williams
OPERATIONS	William Borger
OPERATIONS	Brian Feller
OPERATIONS	Walter Paul George
OPERATIONS	Mason Vance
OPERATIONS	Steve Borger
OPERATIONS	Taylor Perry
OPERATIONS	William Luscik
OPERATIONS	Paul Wallace
OPERATIONS	Leon Werkheiser, Jr.
OPERATIONS	Nat Amato
OPERATIONS	Wayne Stamets
OPERATIONS	John Marason
OPERATIONS	Christopher Gulini
OPERATIONS	Matthew Gary
OPERATIONS	Richard Kisselbach
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OPERATIONS	Robert Smith
OPERATIONS	John Cerra
OPERATIONS	Aaron Schermerhorn
OPERATIONS	Charles Slack
OPERATIONS	Richard Hett
OPERATIONS	Richard Fleming, Jr.
OPERATIONS	Christopher Jackson

OPERATIONS	Kaitlyn Piro
OPERATIONS	Robert Williamson
OPERATIONS	Joseph Ritts
OPERATIONS	George Farrell
OPERATIONS	John Anderson
OPERATIONS	Greggory Rickert
OPERATIONS	Jared Burd
OPERATIONS	Austin McCleery
OPERATIONS	Justin Crisp
OPERATIONS	Michael Schermerhorn
OPERATIONS	Anthony Sassani
OPERATIONS	Matthew Salmay
OPERATIONS	Michael Carosi
OPERATIONS	Shaun Profy
OPERATIONS	Frederick Fennimore
OPERATIONS	Nicholas Kapral
OPERATIONS	Brian Carr
OPERATIONS	Donald Day
OPERATIONS	Rayford Johnson
OPERATIONS	Harry Fawkes
OPERATIONS	Bryan Hyjurick
OPERATIONS	Michael Paleafico

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of March 29, 2021**

**OPERATIONS INDEX  
FOR  
INFORMATION TECHNOLOGY**

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PAGE NUMBER</b>
Information Technology	Status Report Month of February 2021	1-2

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION





Meeting of March 2021

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## Information Technology Department Report Month of February 2021


The following activities under the general heading of Information Technology were recently initiated, accomplished, or performed:

### **Helpdesk/Deployments:**


-  Processed 54 work orders for the month.
-  Includes all software support, IT daily tasks, printer and desktop support, Intranet, news and job postings, telephone support, and form design/updates.
-  Includes configuration and deployment of desktops, laptops, and cell phones.
-  Includes MUNIS, ADP, Maximo, and other Enterprise Software updates and maintenance, and EZ-Pass support.

### **Projects:**


#### **Network Monitoring and Management:**

-  IT Department continues to evaluate new products.


#### **Coronavirus Work from Home Initiative:**

-  IT Department spends most of its time supporting at home workers with any issues or concerns.

#### **MUNIS Migration:**

-  Began to make plans to restart this project after COVID hiatus.

#### **Telephone System:**

-  Telephone system upgrade is currently in process. We aim to be complete within 3 months.


# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

## Meeting of March 2021

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### Meetings Attended:

I have begun to serve on the IAG Technical Committee and have attended the following meetings and/or phone conferences:

 **Every Monday: IAG Tech Committee Call:** General IAG Tech Committee discussion and status. Nothing to report.