



Delaware River Joint Toll Bridge Commission

2018
ANNUAL
REPORT







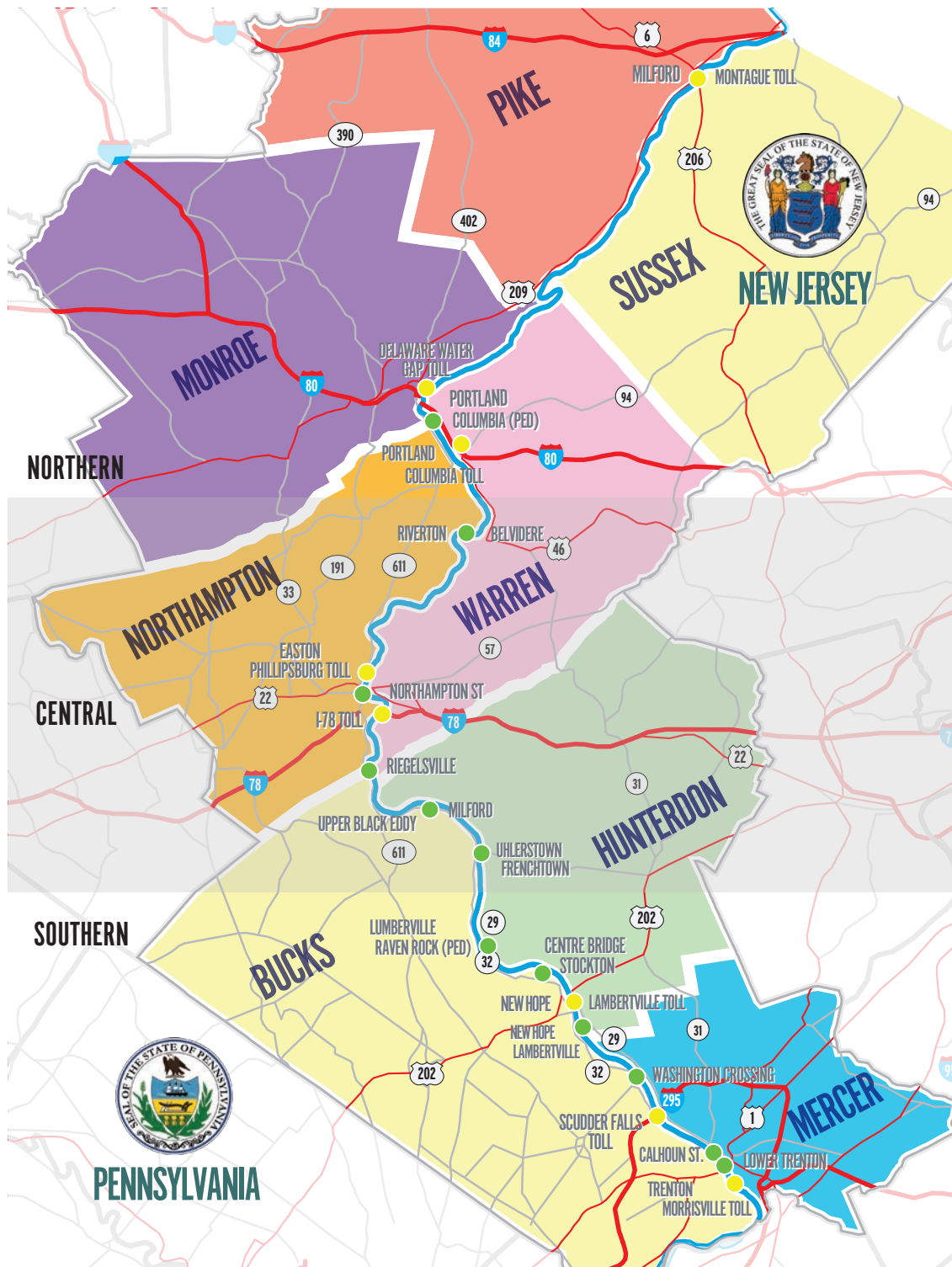
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PHOTOGRAPHY/GRAPHICS CREDITS

A variety of in-house, amateur, contractor, mass media, and governmental/institutional photographic/graphic resources were used to publish this annual report. The contributors include: Carol Feeley; Jin Wu; Justin Bowers; Trenton Public Library’s Trentoniana Room; Cie Stroud; Chris Harney; McCormick Taylor; Stokes Creative Group; AECOM; GPI; Eye Productions/CBS; Joe Donnelly; Rinker Buck; Alexis Sanicki; Hill International; Gannett Fleming; WSP; TRC; Walt Disney Television/ABC; Trib Total Media, LLC.

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Inside Front Cover: Jin Wu
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Inside Back Cover: Jin Wu
Back Cover: Alexis Sanicki



MISSION STATEMENT

The Delaware River Joint Toll Bridge Commission provides safe and efficient river crossings between Pennsylvania and New Jersey. Stretching roughly 140 miles from the Philadelphia/Bucks County, Pa. boundary northward to the New Jersey/New York state line, the Commission’s jurisdiction encompasses a diverse geographic region featuring bustling cities, quaint river villages, and scenic portions of the Delaware River where nature’s beauty abounds. Committed to moving job commuters, commercial freight carriers, pedestrians and recreationists, the Commission strives to deliver quality customer service, sound fiscal management, and dependable ground-transportation facilities for the growing bi-state river region.

Note: The bridge map for this annual report reflects two major changes. 1. The orphan segment of what had been designated I-95 in Bucks County, PA. and Mercer County, N.J. has been updated to the new I-295 designation fully completed in September 2018. 2. The map depicts 12 toll-supported bridges and eight toll bridges, reflecting the Commission’s operational jurisdiction area when Scudder Falls Toll Bridge’s first completed span opens to traffic in summer 2019.

ORGANIZED 1870
IN MEMORY OF OUR MEMBERS

MARK LEARY SR

DEDICATION: MARK LEARY SR., BRIDGE MONITOR

This annual report is dedicated in honor of the late Mark Thomas Leary Sr., a Commission employee who was killed in an off-duty motor vehicle collision along N.J. Route 29 on March 26, 2018.

Mr. Leary worked as a Commission bridge monitor for 10 years. Assigned to patrolling and safeguarding the agency's historic, weight-restricted spans between Lower Trenton and the Stockton-Centre Bridge, he became a regular fixture at the New Hope-Lambertville Toll-Supported Bridge.

As a bridge monitor, Leary exemplified the community spirit of the men and women who strive to protect the Commission's aging, low-speed river crossings from oversized vehicles like 18-wheel tractor trailers.

A devoted husband and father, he served for 40 years as a volunteer firefighter in Lambertville, N.J., his hometown. Two of his sons joined him in the fire service. He also coached his sons in the Lambertville Little League when they were growing up.

The accompanying picture shows Mr. Leary attending a 2012 Commission cardiopulmonary-resuscitation (CPR) training session.



COMMISSIONERS

New Jersey

MICHAEL B. LAVERY, Chairman
LORI CIESLA
YUKI MOORE LAURENTI, Treasurer
GEOFFREY S. STANLEY
GARRETT LEONARD VAN VLIET



LAVERY



CIESLA



MOORE LAURENTI



STANLEY



VAN VLIET

Pennsylvania

WADUD AHMAD, Vice Chairman
JOHN D. CHRISTY
DANIEL GRACE
MIRIAM HUERTAS
PAMELA JANVEY, Secretary



AHMAD



CHRISTY



GRACE



HUERTAS



JANVEY

About The Commission

The Delaware River Joint Toll Bridge Commission is a bistate agency that owns and operates seven toll bridges and 13 toll-supported bridges – two of which are pedestrian-only crossings. The agency’s assigned jurisdiction includes portions of five counties in New Jersey and four counties in Pennsylvania. The service region has a population of more than 2 million people.

Funding for the operation, upkeep and maintenance of the Commission’s bridges and related facilities is derived solely from revenues collected at the agency’s seven toll bridges. The Commission receives neither federal nor state tax subsidies.

A 10-member board of Commissioners — five from each state — governs the Commission. New Jersey members are nominated by the Governor and confirmed by that state’s Senate for three-year terms. The Pennsylvania members are appointed by the governor and serve at his/her pleasure. Commissioners meet monthly to review reports, provide oversight and set policies carried out by the Executive Director and professional staff.

The Commission’s bridges carried an average of 381,400 vehicles per day in 2018. Total operating revenue earned in 2018 was \$131,515,428. The Commission’s 2018 operating budget was \$68.2 million. The agency has roughly 380 full-time employees.

STAFF

JOSEPH J. RESTA
Executive Director

SEAN M. HILL
Deputy Executive Director
of Operations

ROY W. LITTLE, P.E.
Chief Engineer

ARNOLD J. CONOLINE, JR.
Chief Administrative Officer

JOSEPH F. DONNELLY, JR.
Deputy Executive Director
of Communications

JAMES M. PETRINO
Chief Financial Officer

KEVIN SKEELS
Assistant Chief Engineer

STEPHEN T. CATHCART
Comptroller

JODEE INSCHO
Director of Community Affairs

JULIO A. GURIDY
Director of Contract Compliance

YVONNE KUSHNER
Director of E-Z Pass

JOANNA M. CRUZ
Director of Human Resources

JOHN BENCIVENGO
Director of Information Technology

LEVAR TALLEY
Director of Maintenance

LENDELL JONES
Senior Director of
Maintenance & Toll Operations

WILLIAM WRIGHT
First Senior Director of Operations

MATTHEW M. HARTIGAN
Senior Director of Public
Safety & Bridge Security

J. ERIC FREEMAN
Director of Public
Safety & Bridge Security

DAVID K. BURD
Director of Purchasing

MICHELE GARA
Director of Toll Operations

JAMES SHELLY
Senior Director of
Training & Employee Safety

JOHN MILLS
Director of
Training & Employee Safety





SCUDDER FALLS



Wide-Ranging Scudder Falls Bridge Replacement Project Advances along Land, Water in Second Year

The 57-year-old Scudder Falls Bridge's upstream replacement span methodically ascended out of the water during 2018 with completed abutments, piers, and girder installations across the Delaware River between Ewing, N.J. and Lower Makefield, PA.

By year's end, progress on the new toll bridge's first span was on pace to be completed and opened to traffic during summer 2019. The installation of the new bridge's galvanized deck pans and corresponding rebar was advancing across the river. Pouring of the structure's road deck was expected to begin in the spring.

The dual-span bridge is the marquee element of the 4.4-mile-long Scudder Falls Bridge Replacement Project, which began in spring 2017 and is expected to continue well into 2021.

Work during 2018 took place at no less than 10 separate locations, including the bridge, its highway approaches, and the flanking interchanges at both ends of the bridge.

A major scheduling challenge was hurdled early in the year as the contractor – Trumbull Corporation of Pittsburgh, PA – completed the installation of foundations, piers, and steel-girder superstructure on the new bridge's New Jersey side. As this work neared completion, work crews removed the temporary sheet-steel cofferdams that were installed to construct two in-water piers on the New Jersey side. Upon completion of this work, workers lifted out the temporary trestle-causeway work platform that had been extended into the river in 2017 for purposes of constructing those two piers and installing the connecting girders. Under the project's environmental restrictions for threatened and endangered species, in-water activities of this type had to be completed by March 15 to maintain the overall project schedule.



A second temporary causeway was extended into the river -- from the Pennsylvania riverbank -- and sheet-metal cofferdams were installed for constructing the bridge piers on that side of the river between March and August.

Girder erection then began on the Pennsylvania side, reaching completion on October 18. Each girder measured 10-feet high and 135-feet long. All totaled, 98 individual girder sections were used in the construction of the upstream span. Each was fabricated in Williamsport, PA. and then trucked on pre-assigned routes to the appropriate project work site.

The bridge features seven continuous steel-beam lines, each consisting of 14 individual girder sections that were lifted by crane and bolted together atop the supporting masonry substructure of piers and abutments. This utilization of multiple continuous girders will give the new bridge “redundancy,” a critical strength and safety feature that old Scudder Falls Bridge lacks.

Other project-related highlights of 2018 were as follows:

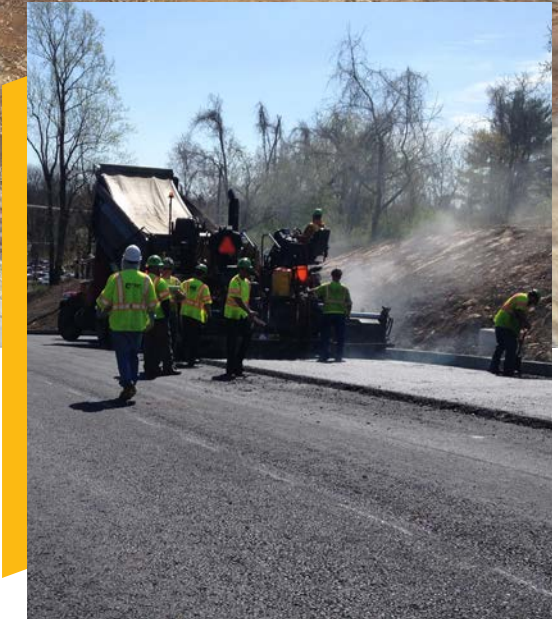
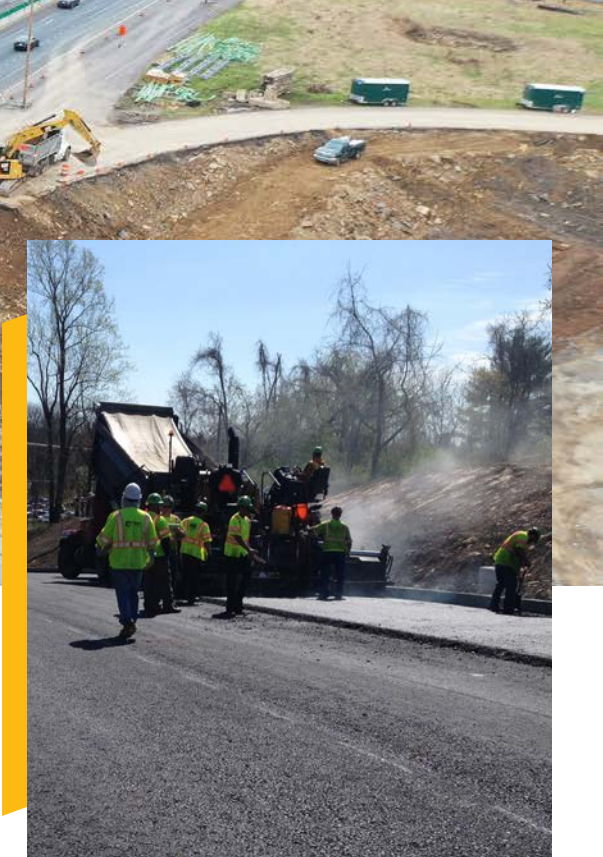
Re-Designation of I-95 Orphan Segment as I-295

I-95 was re-designated as I-295 between I-276 in Pennsylvania and Route 1 in New Jersey as part of the I-95/I-276 Pennsylvania Turnpike Interchange Construction Project. The affected highway signage around the Scudder Falls Bridge was changed under the bridge construction project. *(See related article in the Year in Review section.)*

I-95/I-295 Travel Restrictions

Construction took place amid the uninterrupted presence of traffic on I-95/I-295 at all times. As in 2017, single-lane travel restrictions on the bridge and highway were limited to off-peak periods in a respective travel direction. During peak travel times in a respective direction, two travel lanes were maintained. For roughly the first half of 2018, northbound and southbound I-95 traffic remained shifted to the outside of the roadway on the Pennsylvania side, a configuration established during summer 2017. This pattern changed radically in August, when traffic along I-295 westbound (old I-95 southbound) was shifted across the median to run immediately alongside I-295 eastbound (old I-95 northbound), allowing for reconstruction of the highway approach that will eventually carry traffic away from the Scudder Falls Toll Bridge in Pennsylvania. A series of other changes also went into place at this time at the Taylorsville Road interchange (Exit 10).





Taylorsville Road Interchange

The Taylorsville Road interchange directly adjacent to the bridge in Pennsylvania began a complete makeover in March. Beginning with the completion of utility, drainage and electrical upgrades, the Taylorsville Road segment directly beneath and adjacent to the interstate highway was widened to accommodate the new travel patterns for accessing the highway. A new drainage basin was constructed at the southwest corner of the interchange adjacent to the highway. In August, a series of major changes went into effect on the north (upriver) side of the interchange: the old exit ramp toward New Hope was taken out of service permanently, the old exit ramp to Yardley was temporarily taken out of service, and new combined temporary exit ramp opened to handle the bridge's Pennsylvania-bound traffic heading to both Yardley and New Hope. Temporary traffic lights were installed at the bottom of the new exit ramp to regulate vehicles on Taylorsville Road and allow for integration of vehicles exiting the highway. This temporary setup will allow for realignment and reconstruction of the highway's exit and entrance ramps in preparation for the opening of the new Scudder Falls Toll Bridge's first span in summer 2019.

Woodside Road

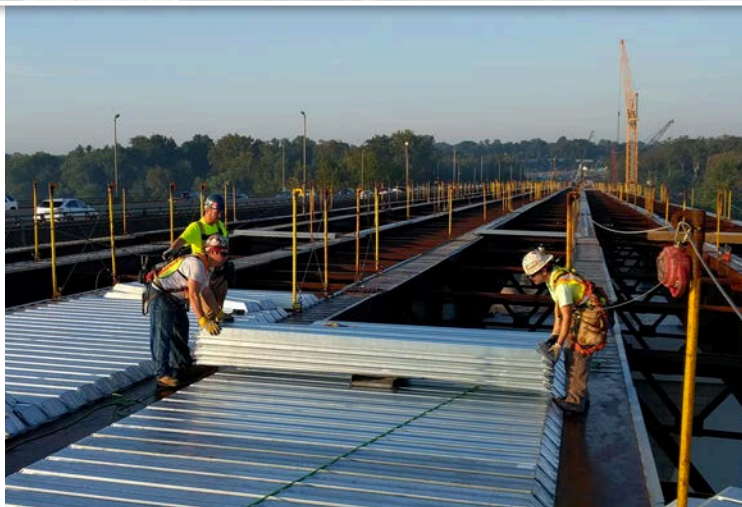
A significant feeder road into the Taylorsville Road interchange is Woodside Road and it underwent significant reconstruction, widening and repaving during 2018. The work included substantial excavation activities, utility line installations and relocations, and sustained detours of westbound traffic for several months.



NJ Routes 29 and 175 Interchange

One of the most significant elements of the Scudder Falls Bridge Replacement is the reconstruction of interchange that links I-295 (old I-95) with two New Jersey state highways – Routes 29 and 175. The bulk of this work involves removal of the former inherently dangerous scissors ramps at Route 29 and replacing them with two roundabouts. A series of ramp closures, detours, traffic shifts, and flagger-controlled traffic stoppages were used throughout the year to carry out aspects of the interchange’s various reconstruction work stages.

A major accomplishment during the year was the completion and full implementation of the interchange’s new downstream roundabout in November. Designed in accordance with Federal Highway Administration guidelines, the roundabout has a single travel lane with a 150-foot outer diameter. The lanes and ramps approaching the roundabout have triangular splitter islands to guide the direction of traffic and control speeds at the access points. The roundabout’s center island has low-height-shrub landscaping and is surrounded by a concrete truck apron. This raised apron provides extra space for larger vehicles. The roundabout can therefore accommodate a typical five-axle tractor-trailer, although such vehicles rarely use the interchange due to travel restrictions for trucks along Route 29. Prior to putting the roundabout into service, a public awareness campaign was mounted to advise motorists on how to use the new facility. It opened without incident November 8. A similar roundabout will be constructed and opened to traffic in 2019.

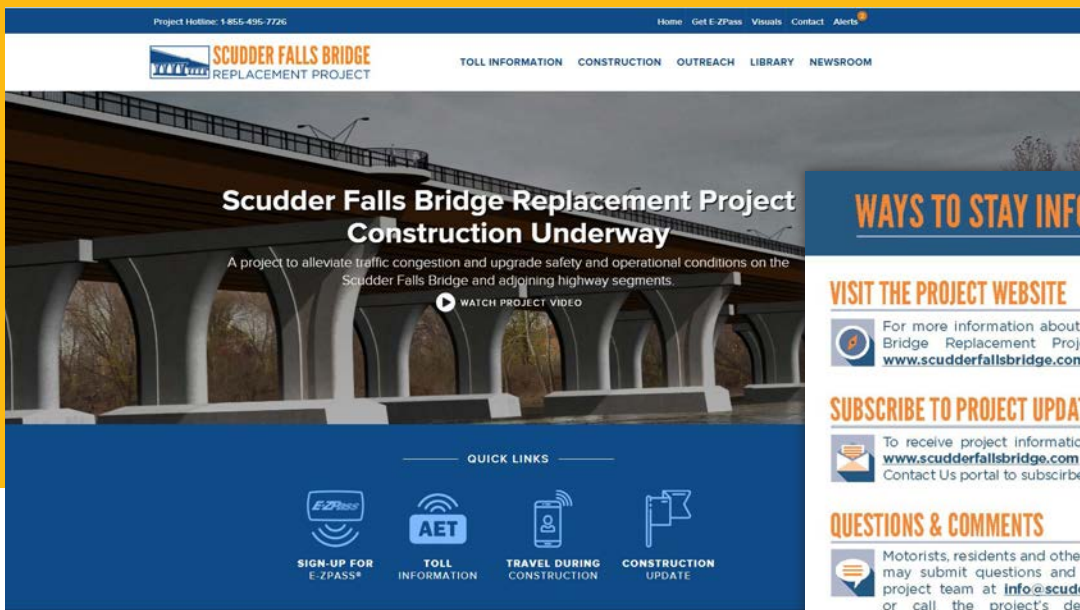




AET/Bridge Monitor Building

Another significant project task during 2018 involved the construction start of a new building and related infrastructure that will support the all-electronic tolling (AET) system set to start in mid-2019 and a shared bike-ped path on the new toll bridge project to open in summer 2020. The AET/Bridge Monitor Building is being constructed immediately adjacent to I-295 westbound (old I-95 southbound) on the Pennsylvania side of the bridge. Winter and spring preparations for the new facility and future realigned I-295 approach roadway included the geotechnical boring and installation of a new 72-inch culvert pipe beneath the existing highway, allowing for the unimpeded flow of a small stream to the nearby Delaware River. Upon completion of the culvert, foundation work began on the AET/Bridge Monitor Building and the new bridge's Pennsylvania approach roadway. By year's end, the new building, adjoining approach roadway and a new approach bridge over the nearby Delaware Canal were advancing toward completion in 2019.





WAYS TO STAY INFORMED

VISIT THE PROJECT WEBSITE
For more information about the Scudder Falls Bridge Replacement Project, please visit www.scudderfallsbridge.com.

SUBSCRIBE TO PROJECT UPDATES
To receive project information via email, go to www.scudderfallsbridge.com and use the Contact Us portal to subscribe to project updates.

QUESTIONS & COMMENTS
Motorists, residents and other interested parties may submit questions and comments to the project team at info@scudderfallsbridge.com or call the project's designated toll-free information line at 1-855-495-7726.

Scudder Falls Bridge Replacement Project Website Undergoes Redesign, Updating to Advance Tolling Start in 2019

With construction fully underway and the onset of tolling approaching in 2019, the Scudder Falls Bridge Replacement Project’s website underwent a thorough redesign during the year.

The project website was last upgraded in 2015 to reorient its central focus toward the project’s underlying purpose and need, and – later – its approaching pre-construction preparations. Previously, the website consisted largely of information pertaining to the project’s successfully concluded environmental documentation process.

In 2018, the website was overhauled to emphasize actual project construction, travel impacts and – most importantly for motorists – the impending start of electronic tolling. The redesign work was a team effort involving the Commission’s communications department, project public involvement consultant McCormick Taylor, and website consultant Stokes Creative Group.

The redesigned site went live on October 4. It featured a new content management system (CMS) with enhanced capability for posting photographs, videos and other graphic content. It provided visitors with new navigation and

a fresh look. The old website’s homepage, for example, featured a photograph of the aging, rusting Scudder Falls Bridge. In stark contrast, the new website’s homepage featured a rendering of what the new two-span replacement bridge will look like when completed in 2021.

The upgraded site provides greatly enhanced information and links on E-ZPass electronic toll collection and the toll rates that were established for the replacement bridge in 2016. (Tolls will be collected in the Pennsylvania-bound direction only and are expected to begin on a yet-to-be-determined date during summer 2019.) Videos on electronic toll collection and the construction process also were featured on the updated website.

As with any website update, a series of refinements were made after the go-live date. One such measure was an improved system of posting construction progress photos and videos.

Upon completion, efforts were undertaken to raise public awareness about the redesigned website through e-mail blasts and postcards around Thanksgiving.



TRENTON MAKES

THE



WORLD TAKE

PROJECTS

Trenton Makes Sign Lighting Project Reaches Completion; Relighting Occurs on Bridge Crossing's 100th Anniversary of Public Ownership

The iconic, illuminated Trenton Makes the World Takes sign shines like never before on the Commission's Lower Trenton Toll-Supported Bridge.

A \$647,000 project aimed at outfitting the sign with a more reliable and energy-efficient lighting system reached completion with a festive ceremony on the night of May 31, the 100th anniversary of when the Lower Trenton crossing became a non-toll, public facility.

(New Jersey and Pennsylvania jointly purchased the bridge crossing from the powerful Pennsylvania Railroad Co. on May 31, 1918. The railroad – widely considered the world's largest publicly traded corporation at the time – was the controlling shareholder of the Trenton Delaware Bridge Co, which had operated the crossing as a toll bridge since January 1806. The bi-state purchase in 1918 was facilitated by the Bridge Commission's predecessor agency, the Joint Commission for Elimination of Toll Bridge – Pennsylvania-New Jersey. The bridge's superstructure at the time of its bi-state purchase was an iron truss constructed in 1875 by the Keystone Bridge Company, owned by industrial-age magnate Andrew Carnegie. It was the first of 16 private toll bridges to be purchased and converted into publicly owned non-toll facilities between 1918 and 1932. Twelve of those crossings are still in operation today as part of the Commission's 20-bridge network.)

The new sign lighting system on the current Lower Trenton Bridge is cheaper to operate, is less-prone to service disruptions due to precipitation, and is expected to have a longer service life. The sign previously had neon lighting that was expensive to operate and prone to breakdowns. The sign was last overhauled in 2005.

The sign now features high-efficiency, color-changing light-emitting diode (LED) lighting strips, which were installed in the sign's refurbished letter housings – each 9-feet, 6-inches high – in late 2017 and early 2018. New wiring and electrical-supply connections were installed as part of the project in 2017.

Following completion of the lighting strips installation in January, project work continued through the winter and spring. This largely involved diagnostic testing, programming, calibration, and trouble-shooting. During this phase, the sign's green color scheme was "tested" for an extended period during and after the Philadelphia Eagles' successful Super Bowl run.

Staff received training after the Commission's acceptance of the completed lighting system in May.

Custom-Made 'Trenton Makes' Sign Is One-of-a-Kind

Major Project Components

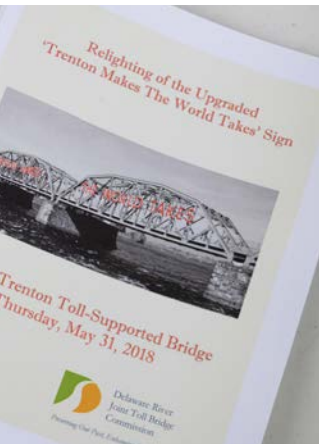
- 1,150 linear feet of color changeable LED strip lighting elements
- 56 DMX Controllers/Decoders (LD180) to regulate sign displays
- 2,500 linear feet of LED control wiring
- 52 NEMA 4X rated Control Boxes
- 5,000 linear feet of wiring for the electrical power supply
- 3,200 square feet of resurfaced letter surface

New LED System's Attributes

- Capable of creating 16 million color variations
- The red-light-only color scheme requires as much power as an electric tea kettle
- In a year, the new system saves enough energy to drive a Tesla Model S from Philadelphia to Dallas
- The sign's annual energy savings could recharge 2,500 iPhones for one year

Current Dimensions

- 25 letters, all-caps
- 9-feet 6-inches high
- 334-feet long
- Letter design and size are identical for the sign housings installed in 1980 and 2005



Dignitaries, Military Reenactors, Descendants of Free-Bridges Movement Leaders Join in Celebrating New Sign Lighting System

The relighting of the Lower Trenton Bridge's Trenton Makes The World Takes sign was commemorated with speeches, a countdown and celebratory gunfire during twilight hours on May 31.

The well-attended event took place on the grounds of the Commission's administration building in Morrisville and within two cordoned southbound lanes on the Trenton-Morrisville (Route 1) Toll Bridge, which provided an elevated vantage point downstream of the Lower Trenton Bridge.

Attendees included state, county and local elected officials serving Trenton, N.J. and Morrisville, PA., area business leaders, Commission representatives, and nearby Morrisville residents who were curious about the rare evening commotion at the toll bridge.

A highlight of the evening was the participation of the Sixth Regiment United States Colored Troops Reenactors of Trenton, with members representing the Revolutionary War, Civil War, World War I and World War II. They discharged blanks from their vintage service arms to queue the sign's lighting following a countdown by the assembled audience that was led by Larry S. Rosenthal, Mercer County, NJ's chief of veterans' services.

Speakers included Liza Donnelly, a great granddaughter of former Trenton Mayor Frederick W. Donnelly, and Anne Barber Peavy, granddaughter of early 20th-century free bridge activist E. Smith Lamson.

Joe Resta, the Commission's executive director, outlined the details of the lighting project and referenced the sign's legacy as an iconic beacon for area residents.

"The numbers tell only one story about this sign," said Resta. "The real story is how this sign's very existence is forever entwined in the rich history and fabric of life in Trenton and the surrounding region. It's not every day that you get an opportunity to flip the switch on a sign like this that has come to mean so much to so many people for so many years."

Commissioner Yuki Moore Laurenti put a more global spin on the occasion: "Paris has its Eiffel Tower. Rome has its Colosseum. Egypt has its Pyramids. And Trenton has its 'Trenton Makes' slogan on the bridge."

The dedication of the bridge sign's new lighting system may be viewed on a YouTube video available at:

<https://tinyurl.com/trentonmakesbr>

Trenton Makes Sign Has a Long, Industrious History

The Delaware River Joint Toll Bridge Commission took ownership of the Trenton Makes The World Takes sign on the Lower Trenton Toll-Supported Bridge nearly 25 years ago. The sign's history, however, dates back much farther – to the first decade of the 20th century, when the bridge at this location was a former iron superstructure constructed in the 1870s.

Because of conflicting information about the sign's lineage, Commission staff endeavored to thoroughly research the promotional display's history. Using news clippings and other available resources, an accurate account was constructed of the various sign structures and lighting systems that were installed over the decades at Lower Trenton. Other sign-related minutia is included in the resulting timeline.

The research shows that four different signs were placed at the location over the past 101 years. Many different lighting systems, however, were determined to have been installed within these respective sign iterations. The sign structure installed in 1935, for example, appears to have had no less than three different lighting systems during its 45 years of service. There also were extended periods when the sign was unlit due to war, deterioration, or insufficient operating funds.



▲ Trenton Evening Times
Aug. 10, 1917



▲ S. Roy Heath

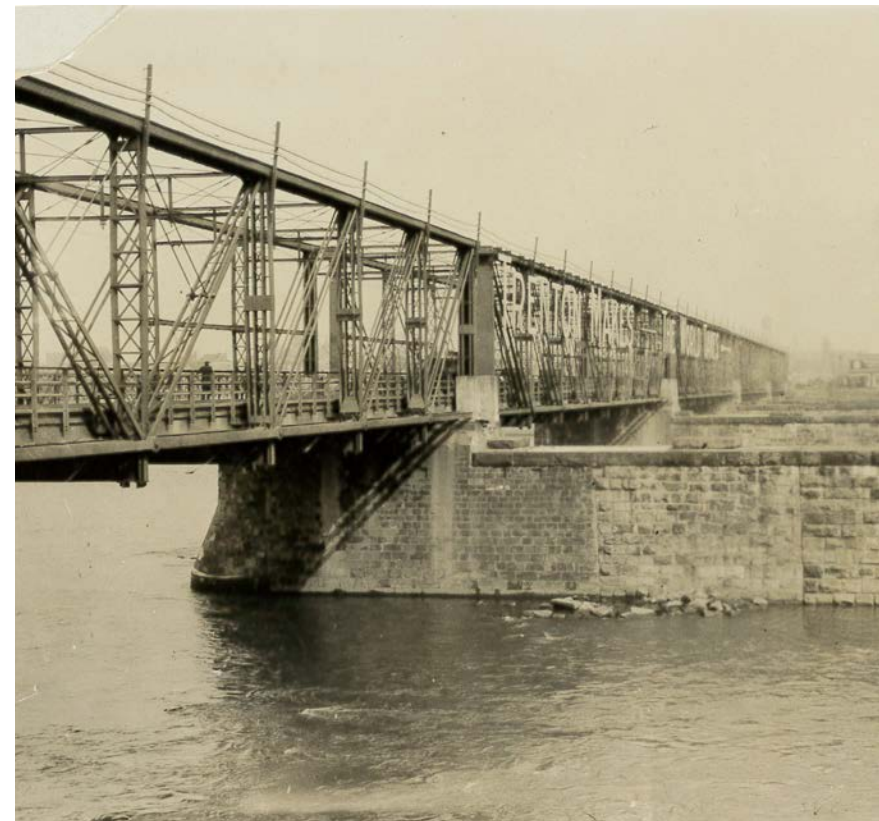
- Origins – The Trenton Chamber of Commerce conducts a contest in 1910 to devise a slogan that would “spread the industrial and commercial fame of New Jersey’s Capital.”
- The contest, with a \$25 prize, attracts 1,478 entries from 289 enthusiastic individuals.
- S. Roy Heath, a local lumberyard owner, coins the winning entry: “The World Takes – Trenton Makes.” A chamber member, he declines to accept the prize money.

- Heath’s slogan is used on Chamber of Commerce stationery, roadway signs, and shipping crates. It also appears on buttons and print advertisements, but never on a bridge along the river.

- In 1916, Trenton Mayor Frederick W. Donnelly jumpstarts a concerted effort to put the city’s slogan on the Lower Trenton Bridge, then an unattractive two-lane iron-truss toll span owned and operated by the Pennsylvania Railroad. Donnelly subsequently changes the slogan to read: “Trenton Makes The World Takes.”



▲ Mayor Donnelly



- A successful fundraising campaign results in the installation of the long-awaited sign on the bridge during the spring and summer of 1917.
- Mayor Donnelly is scheduled to light the sign for the first time on August 7, 1917, but the event is postponed by rain; the inaugural lighting takes place the next night but Donnelly can't attend due to a prior engagement.
- First Sign – The inaugural slogan sign is lighted for the first time on the “Old Iron Bridge” at the Lower Trenton location August 8, 1917; Robert Chester Maxwell, namesake owner of the R.C. Maxwell billboard-advertising company that built the sign for the Trenton City of Commerce throws the inaugural switch. (The Pennsylvania Railroad operated the bridge as a private toll crossing at this time. The Chamber, however, shoulders the sign's operating and maintenance costs.)
- According to an article in the Trenton Evening Times of August 10, 1917, the first sign is 12-foot high, 420-foot long, with 2,500 incandescent bulbs; there is an illuminated American flag in the center of the sign and a large arrow at the end pointing toward Trenton. (The flag is later removed because it caused people to think that Trenton manufactured flags.)
- The huge display is publicized as the world's largest municipal advertising sign and is believed to be viewed by millions of train travelers annually while crossing the Pennsylvania Railroad's stone-arch bridge a short distance downstream.
- The sign, however, goes out of service after about two years due to insufficient maintenance funds.



▲ The 1935 sign, shown here in the 1970s, lasted until 1980



▲ Chester Maxwell

- A 1921 fundraising effort succeeds in revitalizing the “dilapidated” sign, which blazes anew with replacement bulbs and other repairs on June 22, 1921. (NJ and PA jointly own the bridge at this time, having purchased it from the Pennsylvania Railroad in 1918; the states pay a former agency called the Joint Commission for Elimination of Toll Bridges to maintain and operate the aging bridge. The sign, however, remains a Chamber endeavor.)
- The slogan sign is removed along with the rest of the “old iron bridge” after the current sub-divided steel truss bridge is constructed and fully opened to traffic in early 1929; the new steel bridge operates without a sign for six years.
- The Chamber of Commerce initiates fundraising efforts to outfit the new bridge with a sign, but the effort is stalled by the Great Depression in the early 1930s.
- Second Sign - The Chamber of Commerce launches a “Keep Trenton Ahead” campaign in early 1935 to raise funds for an illuminated sign on the new bridge. The Delaware River Joint Toll Bridge Commission – formed the previous December by NJ and PA – approves the sign's installation; the Chamber hires Hutchinson Signs, Inc. of Trenton to build and install the sign.
- A red-neon-illuminated sign shines on the new bridge for the first time in October 1935. The sign is 330-foot long with capital letters 9-foot high and the other letters 7-foot high. Each letter housing is 18-inches wide with a white interior.
- Shortly after Pearl Harbor in December 1941, the Chamber is required to turn off the sign for the duration of World War II.
- Trenton gets a new radio station in early 1942 with the call letters WTTM, an acronym based on Roy Heath's original slogan – World Takes Trenton Makes.



▲ Trenton's new radio station starts in 1942



▲ First Sign on Old Iron Bridge



▲ *Howard Cosell*

▲ *Bridge sign appears in the film “Human Desire”*

- The sign’s lights are refurbished and relighted December 3, 1945, but the sign is in service for only several months; the sign is removed from the bridge for a rehabilitation project in 1946.
- The sign is reinstalled on the bridge in 1947; while removed from the bridge, the letter housings are repainted to provide a red background behind new amber neon tubing.
- The bridge sign appears near the end of the film-noir picture *Human Desire*, starring Glenn Ford and Gloria Grahame; Columbia Pictures released the film August 5, 1954. The sign is depicted in the background as actor Edgar Buchanan assists Ford in lighting a cigarette at the controls of a train engine crossing the Delaware River. Pop-culture appropriations in subsequent decades include: two 1983 movies -- a Jersey Shore road trip in *Baby* and as actor Mark Harmon’s bus crosses the bridge in *Stealing Home*; in the rap group Trenton’s Poor Righteous Teachers’ video of their song *Rock This Joint*; on the rock band The Cryptkeeper Five’s 2004 album cover *Trenton Makes*; the 2007 film *Rocket Science*; in a 2014 episode of the television series *Gangland*. (In 2018, the slogan phrase serves as the title of a novel *Trenton Makes* by author Tadzio Koelb, but the bridge sign image does not appear on the book.)

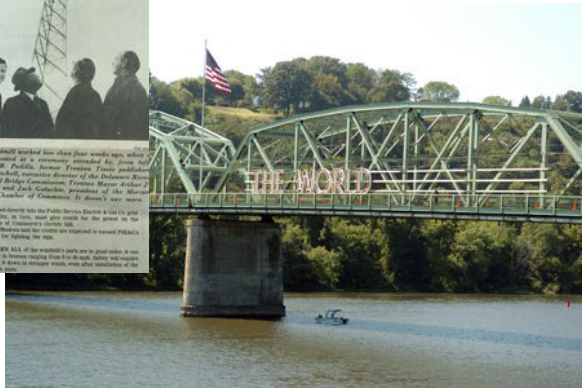


▲ *Mayor Holland*

- The Chamber of Commerce gives the sign a new look with fresh red enamel in the letter housings in 1956.
- Trenton Mayor Arthur J. Holland pitches the notion of a new slogan for the bridge in March 1963, but the idea meets with swift and certain opposition.
- Chamber of Commerce Executive Director Charles Gardner tells a Trenton Sunday Times Advertiser columnist in 1965 that it costs \$125 a year to pay the sign’s electric bill and \$100 a year to maintain the sign.
- The sign ambles on, but is often beset with flickering or missing letter lights that invite sarcastic interpretations like “Trenton Flickers, The World Snickers” and “Trenton Uses What The World Refuses.”
- During a Monday Night Football game between the Houston Oilers and Miami Dolphins on Nov. 5, 1979, ABC-TV sportscaster Howard Cosell mentions the sign in his color commentary: “That’s Elvin Bethea on the tackle. He’s from Trenton, N.J. That’s where they have that marvelous sign on the bridge – Trenton Makes, The World Takes! Runs right over the Trenton River.” (Note: Cosell said Trenton River, not Delaware River.)
- The sign is characterized as an eyesore in January 1980 when the Trenton Sunday Times Advertiser seeks to raise community support for a replacement by publishing a front-page feature article, an editorial, and a two-page centerfold letter from the publisher that is accompanied by a mail-in coupon aimed at gauging public sentiment on fixing the sign and possibly changing the slogan.
- The Trenton Times in February 1980 revealed overwhelming support for fixing the sign, with 80 percent of poll respondents urging retention of the old slogan; the Chamber kicks off a “Give Us a Sign” fundraising campaign that raises a reported \$42,000 to install a new sign.



▲ 1981 Trenton Times article



▲ Kittinging Citizens Bridge

- Third Sign – A newly designed sign consisting only of capital letters and a new neon-lighting system is turned on for the first time on June 7, 1980; in two days, the Trenton Times reports operational issues with the new neon lighting.
- In fall 1981, the Trenton Times and the Chamber of Commerce conduct a joint fundraising drive – “Give It a Whirl!” – to finance the installation of a wind-powered electric generator to power the sign’s lights; the Chamber reveals that it now costs \$100 a month to power the sign and that \$1,200 in left-over funds from 1980’s \$4,200 sign-replacement effort is exhausted, forcing the Chamber to use its own operating funds to pay the sign’s power bills.
- The windmill is installed atop an 80-foot tower at the center of the bridge and begins operating on Dec. 4, 1981, but the Chamber shuts down the device after only eight days due to a product recall.
- The windmill resumes service after a replacement rotor is installed in early February 1982, but it is scuttled in less than eight months; Ed Meara, the Chamber’s executive director, calls the windmill “a colossal flop” because it can’t even generate enough electricity to cover a monthly \$5 service charge.

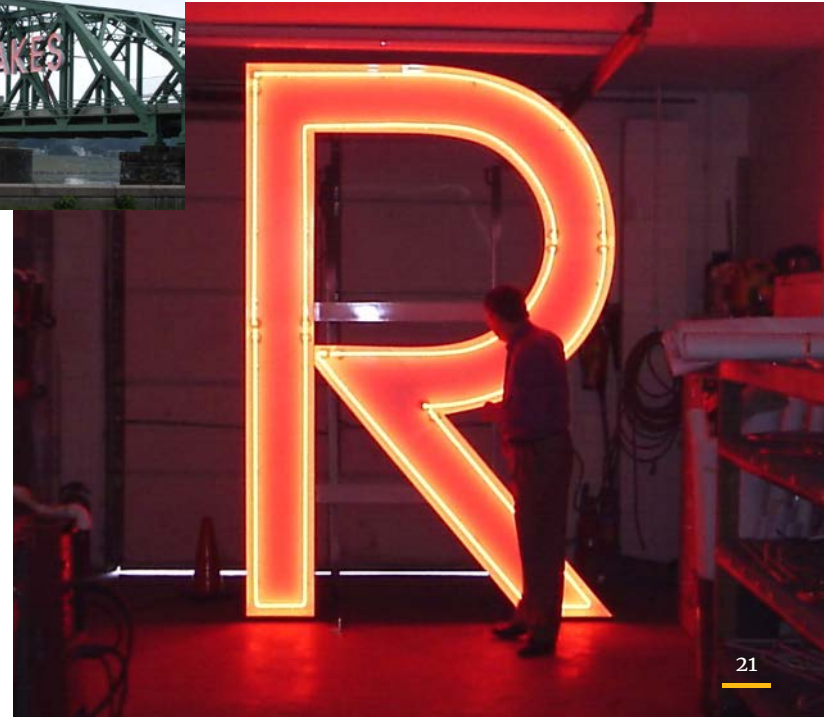


▲ Ed Meara

- By 1986, the sign’s unreliable neon lights are so frequently on the blink that The New York Times runs a derisive article with the headline “Mis_ing Lett_rs In N_w Jers_y Sign.”
- Seeking to revive the sign for the arrival of a Double-A minor league baseball team in a new Trenton waterfront stadium in 1994, the Mercer County Chamber of Commerce -- which absorbed the old Trenton Chamber years earlier -- transfers the sign’s ownership and operating costs to the Bridge Commission. (Pennsylvania and New Jersey conveyed their joint ownership of the Lower Trenton Bridge to the Bridge Commission in 1987.)
- Fourth Sign – The sign installed in 1980 is beset by ongoing lighting and maintenance problems by the start of the 21st century. In 2005, the Commission replaces the sign. The display now boasts deeper letter housings and a new power supply; the sign’s letters, while new, are the same block design and size as the 1980 replacement.
- An opening scene for the January 2012 action comedy film One for the Money depicts the famous slogan sign, but it is actually attached to the Kittanning Citizens Bridge along the Allegheny River near Pittsburgh. The movie based on former Trenton-based mystery novelist Janet Evanovich’s Stephanie Plum detective series is a critical and commercial flop.
- After being in service nearly 12 years, the Commission in May 2017 approves a \$647,000 contract to remove the sign’s obsolete, unreliable neon lighting system and install a new color-changing and energy-efficient LED lighting system in the 2005 sign’s letter housings.



▲ 2005 sign replacement



Construction Begins on New Headquarters near Scudder Falls Bridge

Construction is progressing on a 35,000-square-foot office building that will allow for improved consolidation of the Commission's professional staffs at a single location starting in mid-to-late 2019.

The new building is being erected on a portion of a 10-acre parcel near the Scudder Falls Bridge's Pennsylvania abutment in Lower Makefield Twp., PA. The Commission acquired the property from the township in 2016. While the site is in close proximity to the Scudder Falls Bridge Replacement Project, the new building is an entirely separate undertaking from the broader and longer-duration bridge construction.

When completed, the new headquarters will house offices, training rooms, conference rooms, common areas, IT/data center facilities, mechanical rooms, and receiving and storage areas. It will include energy-efficient elements such as natural daylighting, rooftop solar panels, sustainable building elements and other life-cycle cost-savings features. The design also features a glass curtainwall and building structure to allude to a truss-like bridge structure.

The building will primarily replace the agency's outdated and dysfunctional administration building in Morrisville, PA. – a cramped four-story, limestone-faced structure that was designed during the Truman Administration and has now reached the end of its useful life after 66 years of service. The new building also will house select personnel currently working at the Commission's administration buildings adjacent to the Easton-Phillipsburg (Route 22) and New Hope-Lambertville (Route 202) toll bridges.

The plan is to make the new building in Lower Makefield the central hub of Commission operations, allowing the agency to later repurpose its Morrisville location.

The contract to construct the new office building was awarded in March. The project has three other elements in addition to the new office building:

- Reconstruction and right-sizing of a nearby park-n-ride lot;
- Adaptive reuse of a nearby field-stone residence that dates back to 1799 so that it can serve as a trailhead for recreationists using the nearby Delaware Canal towpath and a shared bike-ped path projected to open on the Scudder Falls Toll Bridge in 2020; and
- Installation of a bike-ped connector path between the park-n-ride lot and the 1799 House.

The project kicked off in the early spring with site clearing for the office building and demolition activities at the 1799 House. By year's end, the office building's foundation was fully in place with much of the steelwork and primary roof structure installed above.





Southern Operations & Maintenance Facilities Improvements Evolve in 2018

Before the contract award to construct a new office building for administrative and executive staff, Commission officials started examining how they might repurpose the agency's current administration building and maintenance facilities at the Trenton-Morrisville (Route 1) Toll Bridge and, to a lesser degree, at the New Hope-Lambertville (Route 202) Toll Bridge.

The office building at the Commission's Morrisville campus is particularly outdated. Beset with numerous and substantial deficiencies, it reached the end of its useful life a long time ago.

In February, the Commission awarded a design contract to the Gannett Fleming engineering firm of Harrisburg, PA, to develop concepts and, later, plans for how it could better utilize its Morrisville and New Hope locations after a new centralized office building is completed and opened next year near the Scudder Falls (I-295) Toll Bridge.

Gannett Fleming dove into the task, producing various concepts for how the aging Morrisville site could be demolished and reconstructed. It then became apparent that the agency would need additional space to meet the future maintenance and winter-storm response needs of the Commission's southern operations region.

A decision was made to find industrial sites in Bucks County that could serve as a strategically centralized maintenance facility for Trenton-Morrisville, Scudder Falls and the smaller southerly crossings nearby. In December, Commissioners authorized property purchases off Woodbourne Road in Middletown Twp., PA, to serve as this new maintenance site. The former Morrisville location is now envisioned to be demolished and reconstructed to serve toll and public safety/bridge security personnel with a dramatically reduced maintenance presence.



Brief Project Makes Various Structural Repairs To New Hope-Lambertville Toll Bridge

A short-duration project resulted in repairs to various steel structural members that help support the New Hope-Lambertville (Route 202) Toll Bridge's concrete deck.

The New Hope-Lambertville Toll Bridge Floor System Rehabilitation Project contract was awarded in March to Allied Painting, Inc. of Cherry Hill, N.J. for a not-to-exceed amount of \$1,694,000. Work began in the spring and ended in the fall.

The project was conceived to address structural deficiencies cited in the Commission's biennial toll bridge inspection reports. Specific tasks included structural steel repairs to several locations along the span; zone painting of existing structural steel using organic zinc coating systems; cleaning of the drainage troughs under deck joints; proper mitigation of potentially hazardous lead paint; and environmental protections, containment and proper disposal of bridge waste.

To carry out the project, the bridge was reduced to single travel lanes in each direction. Almost all of the work took place beneath the bridge's deck, out of sight to passing motorists.



Salt Shed Project Completed at Milford-Montague Toll Bridge

A new 500-ton salt-storage barn went into service in late January at the Milford-Montague (Route 206) Toll Bridge, significantly enhancing storm-response capabilities at that location.

Construction activities for the new building largely took place in 2017, but some work carried over into 2018. The project did not reach final completion until the spring, when landscaping and other ancillary tasks could be finished.

The new salt shed replaces a 35-year-old cinder-block structure that was determined to be structurally unsound, operationally inefficient and poorly lit. The old facility could only store 125 tons of salt, a limitation that proved challenging during successive periods of snow or ice.

The new building mimics the look of a rural red barn. Its size and design provides better ingress and egress for trucks, bucket loaders and other heavy equipment. Other features include improved lighting in and around the structure and covered exterior apron where trucks, equipment and supplies can be stored.



I-78 Bridges and Approach Slabs Rehabilitation Project Reaches Completion

The Commission's longest and busiest highway corridor – a 6.5-mile-long segment of I-78 in Northampton County, PA. and Warren County, N.J. – is fully operational again with the completion of an 18-month long project that rehabilitated approach bridges and flanking concrete slabs at multiple locations.

The project was undertaken to address deficiencies and issues cited in recent inspection and maintenance reports. Work kicked off in summer 2017 and carried over into 2018 after a winter hiatus. Project completion occurred in the fall.

The second year of work largely took place at five locations:

- I-78 approach bridges across PA Route 611 (replacement approach slabs)
- Both spans of the I-78 Toll Bridge (replacement approach slabs)
- I-78 approach bridges across County Route 519 in New Jersey (replacement approach slabs and cleaning/painting of structural steel)
- I-78 approach bridges across the U.S. Route 22/NJ Routes 122 & 173 entry ramp to I-78 eastbound (replacement approach slabs and cleaning/painting of structural steel)
- Edge Road overpass of I-78 westbound (cleaning/painting of structural steel)

To complete approach slab replacements along I-78 westbound, a series of uninterrupted single-lane travel patterns had to be implemented on spring and early summer weekends.

Other project tasks during the year included various substructure concrete repairs, sealing of bridge decks and substructures, bolstering low shoulders, and replacing raised pavement markings and median delineators.

Highway restriping took place after the completion of the above-listed tasks. This included the reconfigured output lanes from the toll plaza on I-78 westbound in Pennsylvania.

J.D. Eckman Inc. of Atglen, PA was the project contractor. The engineering firm Greenman-Pedersen Inc. of Lebanon, NJ provided construction management/inspection services.





I-78 West Goes Single-Lanes on Weekends

The Commission strives to mitigate travel impacts during construction projects, but sometimes the need for public safety takes precedence over such efforts.

That's what happened in 2018 when the time came to replace a series of aging concrete slabs abutting various approach bridges along the Commission's busy I-78 highway segment. The Commission had no choice but to inconvenience thousands of motorists on a series of spring and early summer weekends to get the various full-depth slab replacements completed.

While weekend traffic generally pales in comparison to job-commuting weekdays, affected motorists encountered severe backups (upwards of three miles) and delays (an hour or more) as I-78 westbound was reduced to a single lane instead of the normal three lanes for up to 57 hours, starting Friday nights and continuing until early Monday mornings.

Recognizing the inevitable repercussions that could arise, the Commission pro-actively sought to warn potential I-78 westbound motorists, including residents in the New York-North Jersey media markets. These efforts included outreach to news outlets (newspapers, television, and radio), social media platforms like Facebook, GPS-oriented trip-mapping services such as WAZE, and government-run travel services like NJ-511 and PA-511.

As regrettable as the single-lane restrictions were, they worked as intended: the full-depth replacement of concrete approach slabs was achieved while averting accidents and injuries.





ACCOMPLISHMENTS &

YEAR IN

REVIEW

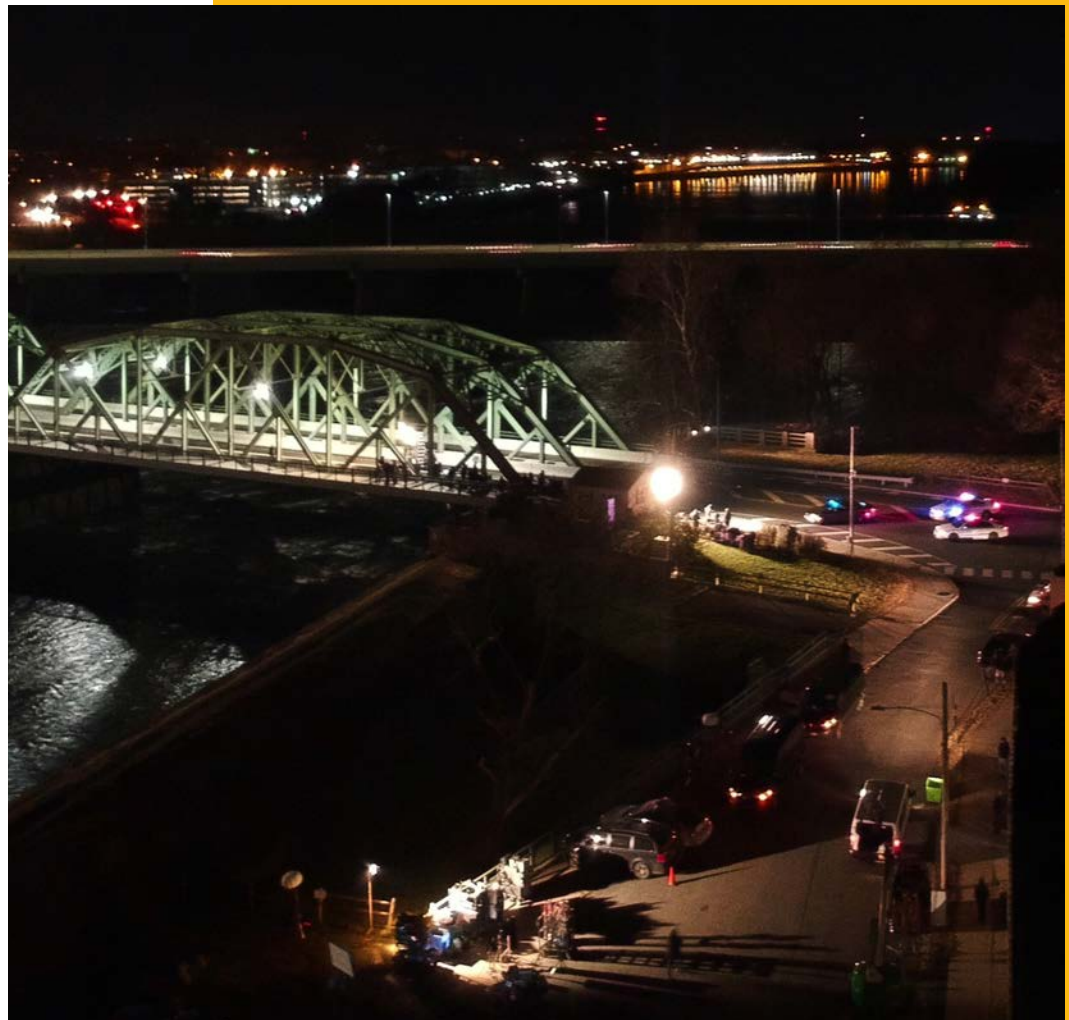
Lights, Camera, Action - Brrrr

The Commission's Lower Trenton Toll-Supported Bridge served in a stand-in capacity for a fictional New York City bridge in December when a television production company shot scenes for an episode of the CBS-network crime drama series "Elementary." The series is a contemporary take on the fictional British detective Sherlock Holmes. The show stars Jonny Lee Miller as Sherlock Holmes, Lucy Liu as Dr. Joan Watson, and Aidan Quinn as New York City Police Captain Thomas Gregson.

The rare use of a Commission bridge location for a television program was arranged after the show's production company – Eye Productions – filed mandatory use-of-facilities forms, met requisite insurance requirements, and coordinated logistics with Commission engineering, operations and maintenance personnel. The original request to use the bridge came through New Jersey's Motion Picture and Television Commission.

The bridge was closed roughly 10 hours for the Dec. 6-7 taping, which included a dramatic sequence on the bridge between two main characters and the later arrival of New York City Police stunt vehicles after a gunshot was fired. The taping took place amid near-freezing temperatures and a persistent wind; the wind-chill factor was in the 20s. The event involved considerable advanced logistics and planning, including a Commission-approved detour plan that a private contractor implemented – at the show's expense – to reroute affected motorists during the bridge's closure.

While the taping took hours to set up and carry out, the actual televised segment will amount to about a five-minute climactic scene. It will appear in one of the seven-year-old series' last episodes when it airs sometime during summer 2019.



Scudder Falls Bridge Gets a New Number

For decades, I-95 was a disjointed roadway in New Jersey. A southern stem ended near Route 1 in Lawrence Township. A northern stem ended at the New Jersey Turnpike's Exit 7A interchange in Robbinsville Township. The missing gap accounted for why I-95 was never a continuous roadway from Florida to Maine since its conception in the 1950s.

That all changed in 2018 as I-95 became an uninterrupted route for the first time, the result of a new interchange connecting I-95 with the Pennsylvania Turnpike/I-276 in lower Bucks County, PA. The interchange – completed and opened in September – allows I-95 to cross over the Delaware River Bridge – jointly owned by PA Turnpike and the NJ Turnpike – and proceed onto the New Jersey Turnpike to the George Washington Bridge and points north.

As a result of I-95's new alignment, the highway's old I-95 orphan segments in Mercer County, NJ and Bucks County PA were re-designated as a continuation of I-295 – an already existing belt roadway in southern and central New Jersey. The Scudder Falls Bridge became the Delaware River crossing point for the newly extended I-295 segment.

The re-signing of affected roadways was phased in over the course of the year by five different transportation agencies, with the Commission's Scudder Falls segment being the smallest segment and taking the shortest amount of time to complete.

The Commission re-designated about 1.5 miles of the roadway – from just beyond the Bear Tavern Road/County Route 579 interchange in Ewing Township, NJ to the Taylorsville Road/New Hope-Yardley interchange in Lower Makefield, PA. This segment included the Scudder Falls Bridge. The work was conducted on a single day in the spring, involving 56 temporary overlays of existing highway signs in New Jersey, at the Scudder Falls Bridge and its two flanking interchanges.

While the Scudder Falls Bridge is now signed as I-295, it is neutral on directional designations. The reason: I-295 was re-signed as east and west in Pennsylvania while being resigned as south and north in New Jersey. The changes resulted from a re-designation plan approved in May 2015 by the Federal Highway Administration (FHWA) after various alternatives were presented to the American Association of State Highway and Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering.



Unified Fiber-Optic Network Completed with Desktop Setups at Toll-Supported Bridges

During 2017 and 2018, a Commission contractor installed a fiber-optic-service network to interconnect its bridge facilities and other agency assets. A second step of this modernization effort involved the procurement and installation of network and computer equipment to the Commission's toll-supported bridge shelters. This work was largely completed in 2018, providing the agency's force of bridge monitors another communications tool.

The Information Technologies Department was front and center in the deployment of the new network equipment, which included full desk-top setups at each bridge shelter for purposes of accessing the Commission's information system. Future services will include Wi-Fi and a new unified Voice over Internet Protocol (VoIP) telephone system.

The improvements are aimed at better linking the Commission's facilities and its service personnel, notably individuals involved in security, public safety, asset-protection, and emergency response.

Also during 2018, the Commission awarded a maintenance contract for its Electronic Surveillance and Security System's cameras and access controls. This mission-critical system serves as the "eyes" for the Commission's Primary Control Center, which is housed at the Regional Operations Intelligencer Center adjacent to the New Jersey State Police Headquarters in Ewing, NJ.





60 Years Ago – Man Pulled Covered Wagon Across New Hope-Lambertville Bridge

One of the more extraordinary sights ever to be witnessed at a Commission-controlled bridge occurred 60 years ago: a dedicated family man with a wooden left leg pulling a covered wagon across the New Hope-Lambertville Bridge's steel truss spans.

The unconventional passage was made – not once, but twice -- by Look magazine publisher/New Jersey political activist Thomas Francis Buck as part of a horse-drawn-wagon trip he took with four of his children through western New Jersey and southeastern Pennsylvania in the summer 1958. The peculiar bridge crossing is chronicled in *The Oregon Trail*, a best-selling 2015 travel memoir written by Mr. Buck's son, Rinker Buck. The book recounts a 2011 wagon journey Rinker took with his brother, Nick, along the route of the legendary 19th century American wilderness trail. In his narrative, Rinker used his father's Delaware River experience to explain the challenges and complications of crossing elevated open-sided bridges with a horse or mule:

Bridges are notorious runaway zones for teams. A mule or horse can get a third of the way across a bridge, look sideways, and realize that it is suspended high over water, panic, and then bolt from side to side in an attempt to escape, overturning the wagon or crashing into oncoming cars. The covered bridges of the nineteenth century, which prevented horses from seeing out the side, solved this problem, but modern open-air spans can grip them with agoraphobic terror.

Sure enough, when Buck's father led his wagon up the New Hope-Lambertville span's approach for the first time in 1958, the horses recoiled in fear. The elder Buck unhitched the horses from the wagon, directing Rinker and his brother to lead the animals along the bridge's adjoining walkway. The father, who lost his lower left leg in a 1946 aeronautical accident, proceeded to rope up the yoke so he could pull the wagon across the bridge's 1,045-long steel open-grate deck:

My father was tall and strong, six feet four inches with big, tabletop shoulders, so keeping the wagon moving after he got it started was not much for him. The iron wagon wheels bumped and sang across the metal grating, and my father wore the mien of a man struggling without complaint against a heavy load... He could do all these things despite his amputation, on a wooden left leg.

In an interview for this article, Buck said he has fond memories of the river crossing that is now officially named the New Hope-Lambertville Toll-Supported Bridge. His family lived on farmland in Morris County, NJ and crossed the bridge whenever they went on trips to Lancaster, PA. "We called it, in our family, the old rickety bridge," said Buck. "It's a long association with that bridge."

Heroes: Commission Personnel Thwart Suicide Attempts in Back-to-Back Months

The Commission's security, maintenance and bridge forces annually receive training for handling emergencies, accidents and incidents that can occur at the agency's river crossings and ancillary transportation facilities. The benefits of these ongoing instructional efforts were fully displayed early in the year when Commission personnel led or assisted in thwarting apparent suicides at two different bridges.

On the morning of January 30, 14 agency employees used their training, skill and experience to prevent a distraught individual from attempting two suicidal leaps into the freezing Delaware River from the Calhoun Street Toll-Supported Bridge.

The incident response entailed a well-coordinated team effort that began when a bridge monitor came upon a man in a state of crisis on the bridge's walkway between Trenton, N.J. and Morrisville, PA. Personnel at the Commission's Primary Control Center (PCC) dispatched local police, fire and rescue resources to the scene after being advised of the situation. Meanwhile, another bridge monitor, two maintenance employees, and a security supervisor arrived at the scene to help restrain the suicidal individual from jumping and close the bridge's vehicular lanes and walkway.

The distraught man was transported to a nearby hospital, but escaped custody shortly after his arrival and proceeded back to the bridge for a second attempt. Bridge monitors again engaged the individual and alerted the PCC of the need for assistance. Multiple Commission employees once again had to wrestle the individual away from the bridge's railing and restrain him on the sidewalk until police could arrive.

On the morning of February 28, five Commission employees assisted a Stockton, N.J. resident – Elaine A. Johnson – in preventing an apparent suicide at the Centre Bridge-Stockton Toll-Supported Bridge.

Mrs. Johnson called 9-1-1 after she came upon a young woman acting in a peculiar manner on the bridge's walkway. Mrs. Johnson's call was relayed to the PCC where monitors used the bridge's security cameras to locate the distraught woman, thereupon dispatching local emergency forces along with available Commission personnel. A maintenance foreman and two toll corporals from the nearby New Hope-Lambertville (Route 202) Toll Bridge soon arrived at the bridge where they found Mrs. Johnson consoling the distraught woman, who had a noose around her neck with the rope tied to the bridge's railing. The Commission employees took control of the situation until emergency responders arrived to transport the woman to a nearby hospital.

Commissioners subsequently awarded proclamations to the employees who acted in accordance with their prescribed training and procedures in helping prevent two strangers from ending their lives.

At the Calhoun Street Bridge, the hero employees were: Bridge Monitors John White and Cynthia Cicero; PCC Manager Kenneth Terry, PCC Coordinator Matthew Skrebel, and PCC Monitor Matthew Jones; Fleet Supervisor Lawrence Dubin; Bridge Security Assistant Coordinator James Davis; Maintenance Workers Michael Schermerhorn, Brian Carr, Shaun Profy, Robert Geronemo, and Matthew Satmary; and Toll Corporals John Zara and Nicholas Marchesani. The hero employees at the Centre Bridge-Stockton Bridge were: PCC Monitors Nicholas Knechel and Kevin Raike; Regional Maintenance Supervisor Daniel Pasciullo; and Toll Corporals Robert Capaldi and Casey Clark.

Commissioners also extended a rare civilian proclamation to Mrs. Johnson for her extraordinary and decisive actions in preventing a potential fatality at the Centre Bridge-Stockton Bridge.



Annual E-Z Pass Penetration Rate Surpasses 70 Percent for First Time

The Commission passed a statistical toll-collection milestone in 2018. For the first time, more than 70 percent of an entire year's toll transactions were processed electronically through E-ZPass.

The 2018 tale of the tape on E-ZPass use was as follows:

- Motorists used E-ZPass 72.3 percent of time to pay tolls at the Commission's seven tolled crossings. It marked a 2.39-point increase over the 2017 E-ZPass penetration rate, which was 69.91 percent.
- E-ZPass was used in 69.55 percent of car toll transactions. Meanwhile, E-ZPass accounted for 88.96 percent of non-passenger-vehicle transactions (trucks, buses, etc.).
- On the revenue side, E-ZPass accounted 83.8 percent of toll receipts. Cash receipts represented about 16.2 percent of toll revenue. (Note: The first year annual E-ZPass-generated toll revenue eclipsed the 60-percent threshold was in 2007.)

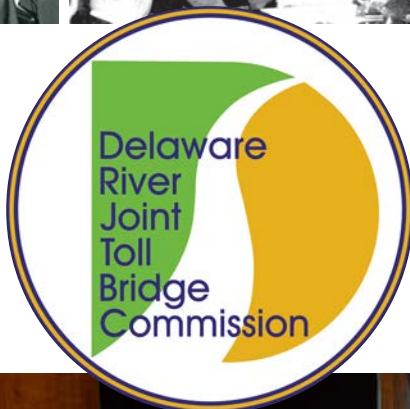
The first full day of E-ZPass electronic-toll-collection service at Commission toll bridges was December 1, 2002. E-ZPass usage has climbed slowly – but steadily – ever since. In 2003 – the first full year of E-ZPass service in the Commission's bridge system – only 44.13 percent of toll transactions were by E-ZPass.

E-ZPass is not a company, rather an amalgamation of toll and transportation agencies offering electronic toll collection under a shared billing protocol. It is considered to be the “most successful interoperable toll collection program anywhere in the world.” Toll/transportation agencies in 17 different states offer the service, with more than 35 million E-ZPass devices now in circulation.





MINUTES
OF MEETING OF
JOINT COMMISSION FOR
ELIMINATION OF TOLL BRIDGES
PENNSYLVANIA — NEW JERSEY



PRES., GOV. M. C. BRUMBAUGH,
HARRISBURG, PA.
V. PRES., JOHN A. CAMPBELL,
TRENTON, N. J.
SECY, R. W. DARNELL,
PHILLIPSBURG, N. J.

NEW JERSEY FREE BRIDGE COMMISSION
(By Staff Photographer.)
(From left to right—R. W. Darnell of Phillipsburg; John A. Campbell of Trenton, President of the Commission; W. F. Hayhurst of Lambertville.)



Past Commissioners



Following is a full, updated list of individuals from New Jersey and Pennsylvania who served on the various public bodies the states established to examine, acquire, control, or operate the bridges within the Delaware River Joint Toll Bridge Commission’s current service jurisdiction. As noted in the DRJTBC’s 1953 annual report, the Bridge Commission “succeeded and assumed all the authority, powers, and rights of what was known for reference purposes as the Joint Commission for the Elimination of Toll Bridge over the Delaware River between Pennsylvania and New Jersey.” Stationery from the early 20th century confirms that this predecessor agency referred to itself as the Joint Commission for Elimination of Toll Bridges – Pennsylvania-New Jersey.

This new list corrects and expands the version published in the 2013 annual report, which included an article chronicling the 75th anniversary of the Commission’s first toll bridge. This list is based on research conducted for a 2016 annual report article about the former Joint Commission’s creation and a 2017 annual report article on the 30th anniversary of the current Bridge Commission’s 1987 Compact changes. (*Asterisks identify individuals who served on the predecessor Joint Commission at the time of its 1934 succession into the Bridge Commission. #Hashtags identify individuals who served non-consecutive terms on the Commission.)

Members of NJ Commission (1909) to Ascertain Probable Costs of Joint Acquisition of Tolted Delaware River Bridges - with PA

Oliver O. Bowman
George A. Angle
I. Snowden Haines

New Jersey Members

Joint Commission for Elimination of Toll Bridges - Pennsylvania-New Jersey

John A. Campbell
Reginald W. Darnell
Phineas K. Hazen
Walter F. Hayhurst
E. Smith Lamson
Walter I. Jacoby
Joseph W. Cooper
Howard S. Lyon

Members of PA Commission (1910) to Ascertain Probable Costs of Joint Acquisition of Tolted Delaware River Bridges – with NJ & NY

Alfred Marvin
Clarence J. Buckman
Miles C. Rowland

Pennsylvania Members

Joint Commission for Elimination of Toll Bridges – Pennsylvania-New Jersey

Governor Martin G. Brumbaugh	Charles A. Snyder
Auditor General A. W. Powell	Leon Shanno
Treasurer R. K. Young	Governor Gifford Pinchot
Samuel B. Rambo	Paul D. Wright
L.W. Mitchel	James L. Stuart
Governor William C. Sproul	Charles Kline
	General Edward Martin
	Harmon M. Kephart

New Jersey Members Delaware River Joint Toll Bridge Commission

Fred R. Parker*	1934-1942	Norbert E. Donelly	1972-1975
S. E. Kaufman*	1934-1945	Phillip L. Pittore	1974-1975
Louis Focht*	1934-1944	Gerald R. Stockman	1974-1978
W. Egbert Thomas*	1934-1936	William Martin	1975-1983
James A. Tirrell*	1934-1935	Leonard W. Miller	1975-1978
Dr. Russell B. Stone	1936-1953	Joel A. Kobert	1976-1979
Owen B. Kerr	1936-1947	William J. Hodas#	1976-1982
Foster M. Voorhees	1942-1946	Daniel J. Graziano	1979-1983
Louis T. deValliere	1945-1952	William H. Blackton	1979-1982
C. Stradley Stults	1947-1952	Larry E. Vereen	1980-1984
John Elder	1947-1952	Nicholas A. Masi	1982-1988
Henry T. Shelley	1948-1955	Clara A. Fowler	1983-1991
Raymond T. Wood	1952-1955	James N. Rosso	1983-1992
Leslie Brown	1952-1956	Jay G. Destribats	1984-1992
Edward R. N. Douglass	1952-1955	Joseph L. Tolerico	1985-1989
Edward W. Kilpatrick	1954-1956	Phillip J. Angarone	1988-1991
Dwight R. G. Palmer	1955-1960	James P. Flanagan	1990-1996
David C. Thompson	1955-1957	Frank L. Beruta	1991-1992
Archibald S. Alexander	1955-1955	Charles E. Geter	1991-1994
Robert L. Finley	1955-1956	W. Paul Rummerfield	1992-1994
William M. Norton	1956-1962	William Martin	1992-1995
Herbert D. Stem	1956-1962	Victoria Rivera-Cruz	1993-1995
Philip J. Kelly	1956-1959	Gloria A. Decker	1994-2003
Joseph Fishberg	1957-1959	Harry G. Parkin	1994-2003
Herman A. Shotwell	1959-1964	Andrew Tirpok Jr.	1995-2004
David C. Thompso	1959-1964	Joseph B. Bellina	1996-2004
David J. Goldberg	1960-1972	Robert H. Mayer Sr.	1996-2003
Chester L. Errico	1962-1973	James P. McManimon	2003-2007
J. Clifford Miller	1962-1962	Philip J. Mugavero	2003-2007
Frank J. Koller	1962-1969	Roger Hines	2004-2005
Melville A. Carty	1964-1970	Donald Hart	2004-2011
Albert B. Kahn	1964-1970	William J. Hodas#.	2005-2014
H. Grant Leonard	1969-1971	David DeGerolamo.	2006-2016
Lester J. Toth	1970-1970	Harry Zikas Jr.	2007-2011
Milton Woolfenden Jr.	1970-1976	Thomas W. Summers Jr.	2007-2008
John C. Baylor	1971-1976	Edward J. Smith	2011-2014
Theodore A. Brace	1971-1974		

Pennsylvania Members Delaware River Joint Toll Bridge Commission

Samuel S. Lewis*	1934-1935	Robert E. Casey	1977-1981
Warren Van Dyke*	1934-1938	Al Benedict	1977-1985
Charles A. Waters*	1934-1937	James B. Wilson	1977-1978
Clarence J. Buckman*	1934-1943	George Pulakos	1978-1979
Harold J. Kennard*	1934-1935	Samuel W. Newman	1978-1979
Dr. D. M. Hawke	1936-1937	Thomas D. Larson	1979-1987
Frank E. Baldwin	1936-1937	Murray G. Dickman	1979-1982
F. Clair Ross	1937-1945	Ellsworth E. Mutchler	1979-1987
Warren R. Roberts	1937-1941	R. Budd Dwyer	1981-1987
Roy E. Brownmiller	1938-1941	Edward A. Katz	1982-1987
I. Lamont Hughes	1939-1941	Don Bailey	1985-1989
Alexander R. Miller	1940-1955	G. Davis Greene	1987-1989
John V. Shroyer	1943-1945	Howard Yerusolim	1987-1994
G. Harold Wagner	1941-1949	Eugene R. Hartzell	1987-1990
R. Chapman Carver	1943-1955	Melvin Soloman	1987-1994
Ramsey Black	1945-1949	Barbara Hafer	1989-1996
Ray F. Smock	1946-1951	Catherine Baker Knoll	1989-1996
Weldon B. Heyburn	1949-1957	Salvatore J. Panto Jr.	1990-1994
Charles A. Barber	1949-1957	Robert Flick	1995-2001
Edward L. Schmidt	1952-1955	Bradley Mallory	1995-1996
Joseph J. Lawler	1995-1957	Hal W. Saxton	1995-2003
Gus P. Verona	1956-1959	Mark S. Hoffman	1995-2003
John P. Fullam	1956-1960	Janet Nicholson	1996-2003
Louis M. Stevens	1957-1959	Katharine M. Watson	1996-2000
Robert F. Kent	1957-1961	Daniel S. Wassmer	2001-2003
Charles C. Smith	1957-1961	Jack Muehlhan#	2001-2003
Park H. Martin	1959-1963	Robin Wiessmann	2003-2007
Jack Sirott	1960-1963	Herman Kissiah	2003
William H. Noble	1959-1963	John Cordisco	2003
Grace M. Sloan	1961-1977	Salvatore Candelaria	2003-2005
Thomas Z. Minehart	1961-1969	John Provoznik	2003-2011
Edward K. Driebe	1963-1971	J. Alan Fowler	2003-2008
James C. Skillman	1963-1971	Robert Heenan	2004-2006
Henry D. Harral	1963-1967	Gaetan J. Alfano.	2005-2015
Robert G. Bartlett	1967-1970	Bernard A. Griggs Jr.	2006-2011
Robert P. Casey	1969-1977	Melissa Heller	2007-2012
Victor W. Anckaitis	1970-1971	James L. Broughal	2008-2011
Jacob G. Kassab	1971-1976	Jack Muehlhan#	2011-2015
Robert F. Bulger	1971-1976	Joseph Uliana	2011-2015
W.C.G. Peterson	1971-1978	Melissa Starace	2015-2016
Joseph H. Pavlak	1976-1979	John Siptroth	2015-2017
W.H. Sherlock	1976-1977		

Statements of Net Position

Dec. 31, 2018 Dec. 31, 2017

ASSETS		
Current Assets		
Unrestricted Assets		
Cash and Cash Equivalents	\$26,042,912	\$32,254,370
EZPass and Violations Receivable (net of allowance for uncollectibles)	6,690,567	7,087,106
Other Receivables	351,853	320,954
Fiduciary Fund Receivable	1,065,316	1,676,235
Prepaid Expenses	1,463,057	273,244
Total Unrestricted Assets	35,613,705	41,611,909
Restricted Assets		
Cash and Cash Equivalents	27,987,810	57,706,017
Investment Income Receivable	814,143	1,386,527
Total Restricted Assets	28,801,953	59,092,544
Total Current Assets	64,415,658	100,704,453
Non-Current Assets		
Unrestricted Assets		
Investments	217,567,086	211,093,657
Restricted Assets		
Investments	251,237,133	345,496,830
Prepaid Bond Insurance	462,854	503,155
Total Restricted Assets	251,699,987	345,999,985
Net Other Post-Employment Benefits	-	13,769,196
Capital Assets		
Completed	458,816,748	323,403,665
Improvements in Progress (Net of Accumulated Depreciation)	304,944,589	324,464,756
Total Capital Assets	763,761,337	647,868,421
Total Non-Current Assets	1,233,028,410	1,218,731,259
Total Assets	\$1,297,444,068	\$1,319,435,712

Dec. 31, 2018 Dec. 31, 2017

DEFERRED OUTFLOW OF RESOURCES		
Accumulated Decrease in Fair Value Hedging Derivatives	\$16,015,297	\$20,775,942
Deferred Loss on Refunding of Debt	8,071,787	9,000,691
Deferred Outflows - OPEB	2,143,324	-
Deferred Outflows-Pension	13,180,882	17,894,072
Total Deferred Outflow of Resources	39,411,290	47,670,705
LIABILITIES		
Current Liabilities Payable from Unrestricted Assets		
Accounts Payable and Accrued Expenses	19,234,571	48,395,081
E-ZPass Customer Liability	100,364	100,371
Compensated Absences - Current Portion	148,169	130,302
Retainage Payable	17,882,108	7,061,897
Total Current Liabilities from Unrestricted Assets	37,365,212	55,687,651
Current Liabilities Payable from Restricted Assets		
Accrued Interest Payable on Bonds	14,091,883	14,242,814
Bridge System Revenue Bonds Payable - Current Portion	13,840,000	14,500,000
Total Current Liabilities Payable from Restricted Assets	27,931,883	28,742,814
Non-Current Liabilities		
Compensated Absences Payable	2,173,144	2,041,394
Bridge System Revenue Bonds Payable - Non Current Portion	731,927,628	749,626,323
Premium Payment Payable - Derivative Companion Instrument	287,636	320,333
Derivative Instrument - Interest Rate Swaps	16,015,297	20,775,942
Net OPEB Liability	14,739,507	-
Total Non-Current Liabilities	822,510,059	835,310,596
Total Liabilities	887,807,154	919,741,061
Deferred Inflows of Resources		
Deferred Inflows-OPEB	19,364,779	-
Change in Pension Proportions	2,358,228	602,300
NET POSITION		
Net Invested in Capital Assets	224,324,244	231,980,129
Restricted	34,990,737	30,710,054
Unrestricted	165,996,382	182,316,945
Total Net Position	\$425,311,363	\$445,007,128

Traffic Counts

Annual Average Daily Traffic*					
Toll Bridges	2014	2015	2016	2017	2018
Trenton-Morrisville Route 1	55,300	56,200	58,600	61,600	61,100
New Hope-Lambertville Route 202	12,000	12,100	12,200	12,700	12,500
Interstate 78	64,400	66,300	68,100	67,600	65,000
Easton-Phillipsburg Route 22	30,600	33,300	34,400	35,700	35,800
Portland-Columbia	7,100	7,700	8,000	7,700	7,600
Delaware Water Gap Interstate 80	50,300	52,100	53,500	52,300	51,000
Milford-Montague	6,200	6,600	6,700	7,400	7,400
Total - Toll Bridges	225,900	234,300	241,500	245,000	240,400

Annual Average Daily Traffic*					
Toll-Supported Bridges	2014	2015	2016	2017	2018
Lower Trenton	15,700	16,000	14,900	15,300	15,000
Calhoun Street	16,900	17,600	17,400	16,500	15,900
Scudder Falls Interstate 95	58,400	59,200	60,300	58,700	52,700
Washington Crossing	7,400	7,300	7,500	6,000	6,000
New Hope-Lambertville	13,800	13,700	13,400	12,900	13,300
Centre Bridge-Stockton	4,700	4,700	4,600	4,600	4,600
Uhlerstown-Frenchtown	4,000	4,000	4,400	4,400	4,800
Upper Black Eddy-Milford	3,700	3,700	3,700	3,600	3,500
Riegelsville	3,200	3,400	3,400	3,300	3,200
Northampton Street	20,600	19,900	19,300	18,700	17,100
Riverton-Belvidere	4,400	4,400	4,400	5,000	4,900
Total - Toll Bridges	152,800	153,900	153,300	149,000	141,000
Total Commission-Wide Annual Average Daily Traffic	378,700	388,200	394,800	394,000	381,400
Total Commission-Wide Yearly Traffic	138.2M	141.7M	144.5M	143.8M	139.2M

*Incidents where there are lower traffic counts may be a result of construction, bridge closures, or data-collection issues. Data reflects traffic in both directions.



TRENTON MAKES

THE WORLD TAKES



Delaware River Joint Toll Bridge Commission
PRESERVING OUR PAST, ENHANCING OUR FUTURE

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