

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

**Meeting of December 21, 2009**

**TOLLING OF THE SCUDDERS FALLS BRIDGE**

**R: 1907-12-09- ADM-05-12-09**

Chairman DeGerolamo addressed the Meeting and asked the Commission Members if, after their review, there were any questions.

At the conclusion of the review, Commissioner Alfano moved and Commissioner Hart seconded the adoption of the following Resolution:

**"RESOLVED**, by the Delaware River Joint Toll Bridge Commission, at its Regular Meeting assembled this 21<sup>st</sup> day of December 2009, that the Commission, via this Resolution, authorizes the Executive Director to implement the following Resolution; and

**"WHEREAS**, the Delaware River Joint Toll Bridge Commission operates and maintains 20 bridges along the New Jersey and Pennsylvania border, 13 of which are non-toll (Toll Supported Bridges), including the Scudder Falls Interstate 95 Bridge, thus resulting in seven bridges generating revenue for the entire Commission bridge system; and

**"WHEREAS**, the Commission is responsible for the safe, dependable and efficient operation of vehicular and pedestrian river crossings over a 140 mile stretch of the Delaware River; and

**"WHEREAS**, the Commission is a self funded organization that receives no federal or state dollars to support its capital program; and

**"WHEREAS**, the Commission has been charged with strengthening its capital planning system and examining the adequacy of funding policies related to capital repair and replacement; and

**"WHEREAS**, to further secure its long term mission to ensure safe and efficient crossings a four-prong strategy including system preservation, system protection, system management, and system enhancement has been developed by the Commission; and

**"WHEREAS**, the implementation of this four-prong strategy has resulted in the expenditure of \$365 million from 2001 to 2009 and the 2010 Capital Program anticipates additional expenditures of \$765 million through 2019 for a total expenditure of \$1.130 billion for the period 2001-2019; and

**"WHEREAS**, failure to advance the capital program will result in vulnerability to security threats, continued deterioration of the Commission's bridges, increased traffic congestion, and resultant economic degradation; and

**"WHEREAS**, to achieve the region's long term transportation vision to improve access and mobility, and to ensure that people and goods can move safely and efficiently, in 2002 the Commission's Executive Director entered into a Memorandum of Agreement with the

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Pennsylvania Secretary of Transportation and the New Jersey Commissioner of Transportation to jointly progress Environmental Documentation and Preliminary Engineering studies for the Scudder Falls Bridge; and

"**WHEREAS**, the Memorandum of Agreement called for the Commission to undertake the Environmental Documentation and Preliminary Engineering studies for the section of I-95 from PA Route 332 Newtown Interchange in Pennsylvania to the Bear Tavern Road Interchange in New Jersey, a distance of 4.4 miles; and

"**WHEREAS**, the Memorandum of Agreement required that the Commission bear sole financial responsibility for the Environmental Documentation and Preliminary Engineering studies; and

"**WHEREAS**, further the Commission, the Commonwealth of Pennsylvania and the State of New Jersey have worked together to identify funding for the project to be implemented in the future; and

"**WHEREAS**, in December 2009 the Commission made available the Environmental Document for public review on its website and at six viewing locations in Pennsylvania and New Jersey; and

"**WHEREAS**, the Environmental Document's Preferred Alternative calls for the replacement of the existing, functionally obsolete 4-lane Scudder Falls Bridge with a new 6-lane bridge and two additional auxiliary weaving lanes in the northbound direction, one auxiliary weaving lane in the southbound direction and, associated improvements (roadway widening, interchange replacements and reconfiguration) within Pennsylvania and New Jersey jurisdictions; and

"**WHEREAS**, the total estimated cost of the Scudder Falls Bridge Replacement project is estimated to be \$310M of which 50% is within the Commission's jurisdiction and 25% is within Pennsylvania's Department of Transportation's jurisdiction and 25% is within New Jersey's Department's of Transportation's jurisdiction; and

"**WHEREAS**, it is recognized by the Commission that other benefits accrued to the public as a result of tolling the Scudder Falls Replacement Bridge, such as: users of other Commission heavily traveled toll bridges (Trenton-Morrisville, Interstate-78, Easton-Phillipsburg and Delaware Water Gap) would not have to pay to construct and operate a major facility that they do not use and, system-wide toll increases that would otherwise be needed would be mitigated; and

"**NOW, THEREFORE, BE IT RESOLVED**, that the Delaware River Joint Toll Bridge Commission authorizes the Executive Director to take all steps necessary to toll the Scudder Falls Replacement Bridge; and

"**FURTHER RESOLVED**, that any cost or expense authorized by the Executive Director shall be paid, as appropriate from the General Reserve Fund."

Chairman DeGerolamo invited questions on the Resolution. No questions were presented and the Resolution was unanimously adopted.