



Delaware River Joint Toll Bridge Commission

**ANNUAL
REPORT 2021**



Riverton-Belvidere Toll-Supported Bridge



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Commissioners

New Jersey



MICHAEL B. LAVERY
Chairman



LORI CIESLA



ALADAR G. KOMJATHY



YUKI MOORE LAURENTI
Treasurer



**GARRETT LEONARD
VAN VLIET**



PAMELA JANVEY
Vice Chairwoman



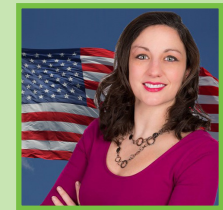
JOHN D. CHRISTY



DANIEL GRACE
Secretary



ISMAIL A. SHAHID



AMY ZANELLI

Pennsylvania

About The Commission

The Delaware River Joint Toll Bridge Commission is a bistate agency that owns and operates eight toll bridges and 12 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 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 343,100 vehicles per day in 2021. Total revenue in 2021 was \$185,336,581. The Commission's 2021 operating budget was \$77.1 million. The agency has roughly 400 full-time employees.

Executive Director's Message

Rediscovering the momentum that preceded 2020's crushing global COVID-19 pandemic, the Commission realized some significant accomplishments in 2021.

We proposed and implemented the Commission's first system-wide toll adjustment in 10 years. We saw a steady recovery in traffic volumes and toll revenues. We garnered improved credit outlooks from three major bond rating firms. Our marquee Scudder Falls Bridge Replacement Project reached substantial completion, capping off years of hard work on the largest single capital improvement in Commission history.

Most importantly, perhaps, the Commission managed to turn a corner on the financial and operational challenges brought on by the ever-mutating COVID-19 pathogen. The pandemic-related processes and procedures our Commissioners approved in 2020 enabled us to maintain services and achieve new objectives in 2021.

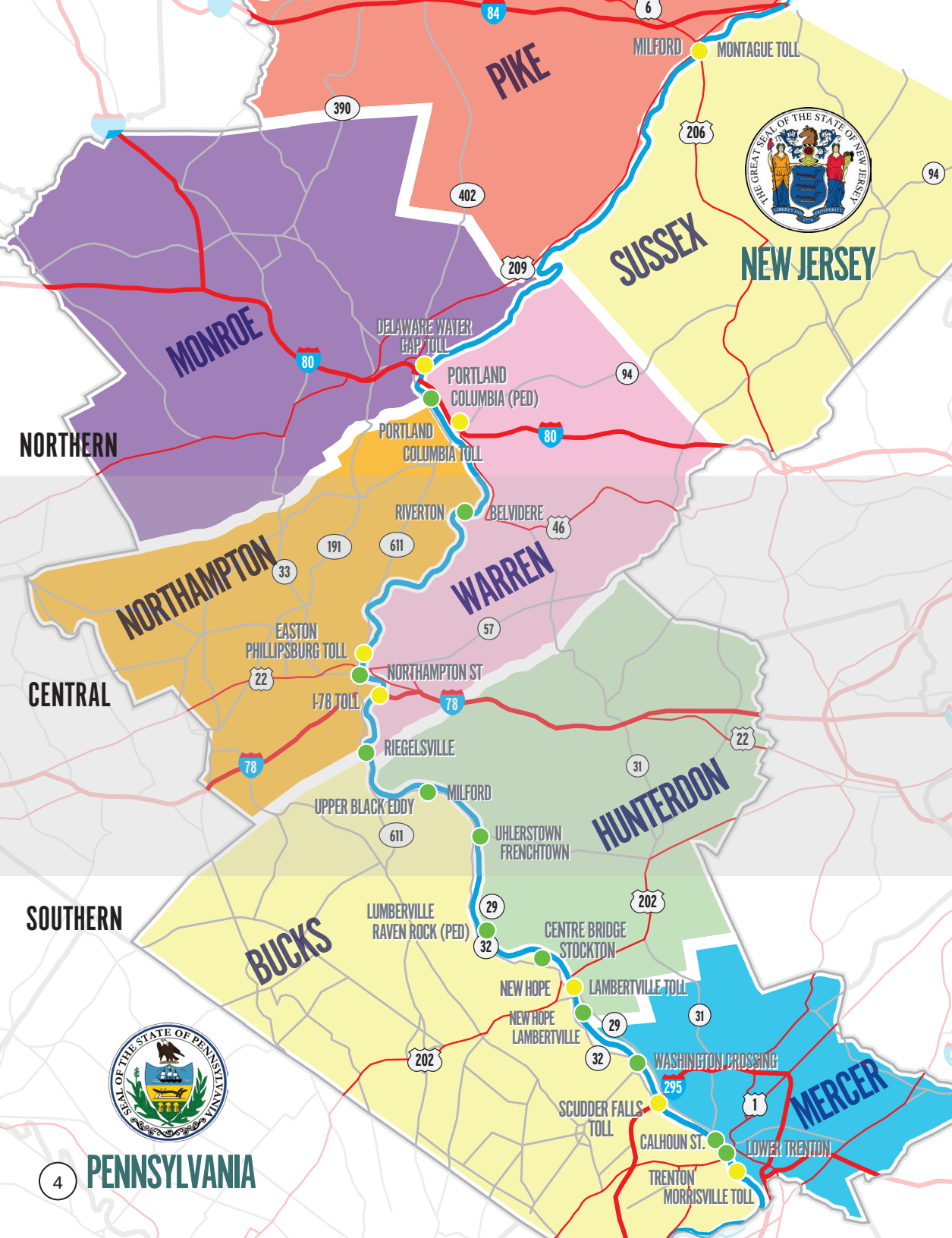
Make no mistake, these are still volatile times. The uncertainties of virus spikes, supply-chain disruptions, and geopolitical divisions still confront us. But with the continued guidance of our Commissioners, we're certain we can continue advancing forward in 2022.



A handwritten signature in black ink that reads "Joe J. Resta".

Joe Resta
Executive Director
Yardley, PA.





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 to the New Jersey/ New York state line, the Commission's jurisdiction encompasses a diverse region featuring bustling cities, quaint river towns, and scenic areas 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 its economically robust bi-state river region.

Staff

Joseph J. Resta
Executive Director

Vacancy
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

Qiyao (Tracy) Zhao
Comptroller

Charmaine Kent-Graves
Assistant Comptroller

Jodee Inscho
Director of Community Affairs

Julio A. Guridy
Director of Contract Compliance

Phil Calabro
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

John Mills
Senior Director of Training & Employee Safety

Jack Baum
Director of Training & Employee Safety

An aerial photograph showing a large-scale infrastructure project. In the foreground, a multi-lane highway with a concrete overpass is visible. To the left, a new interchange with curved ramps is under construction, with green directional signs for 'South' and 'North'. A grassy field separates the highway from the interchange. In the background, a wide river flows through a dense forest. The sky is blue with scattered clouds.

Scudder Falls Bridge Replacement Project



Five-Year Scudder Falls Bridge Replacement Project Reaches Substantial Completion Milestone

The Scudder Falls Bridge Replacement Project achieved three significant construction milestones in 2021:

- Completion of the Scudder Falls (I-295) Toll Bridge's second parallel structure;
- Opening of the bridge's shared-use walkway for pedestrians, bicyclists, and sightseers;
- Attainment of substantial completion for the entire 4.4-mile-long project, a juncture that marked the end to four years of various multi-day travel restrictions and detours.

At year's end, the project was in its final "punch list" stage, on track to achieve full completion in late May 2022.

Second Parallel Span Opens

The Scudder Falls Toll Bridge's second parallel structure – "downstream span" –unceremoniously opened to New Jersey-bound traffic only during the evening of August 17. Corresponding exit and entry ramps that had been closed at Exit 10 in Pennsylvania and Exit 76 in New Jersey also opened at that time.

Meanwhile, the immediately adjacent "upstream span" that opened in July 2019 as a temporary two-direction crossing was reoriented to carry only Pennsylvania-bound traffic.

Over the ensuing months of late summer and early fall, the finishing touches were made to both bridge spans to put them in their respective final lane patterns for purposes of carrying maximum future traffic volumes.



The completed dual-structure bridge now operates as follows:

- Upstream Pennsylvania-bound I-295 span completed in 2019 – Three thru-travel lanes and one auxiliary lane for decelerating and accelerating traffic starting at the on-ramp from Route 29 in New Jersey and ending at off-ramp to Taylorsville Road in Pennsylvania. The travel lanes are flanked by a 12-foot-wide shoulder on the right and a 13-foot, 3-inch shoulder on the left. An all-electronic toll gantry assesses tolls on Pennsylvania-bound vehicles immediately after crossing the bridge. A 10-foot-wide walkway, separated from the travel lanes with steel-reinforced concrete parapet is on the span's upstream side.
- Downstream New Jersey-bound I-295 span completed in 2021 — Three thru-travel lanes and two auxiliary lanes for decelerating and accelerating traffic. One auxiliary lane starts at the on-ramp from Taylorsville Road southbound in Pennsylvania and ends at the exit ramp to County Route 579/Bear Tavern Road in New Jersey. The other auxiliary lane starts at the on-ramp from Taylorsville Road northbound in Pennsylvania and ends at the exit ramp to Route 29 in New Jersey. Like the adjacent structure, this span's travel lanes are flanked by a 12-foot-wide shoulder on the right should and a 13-foot, 3-inch shoulder on the left. (Tolls are not charged in the New Jersey-bound direction.)

To bring the bridge online, work crews spent the better part of the first half of the year installing steel girders and bolting them up between the substructures on the bridge's Pennsylvania side. During this process, repairs were made to one of the substructures – a mid-river pier – that sustained damage in a late 2020 worksite fire. The bridge's deck was completed with the installation of deck pans, rebar, and concrete pours topped with a layer of grooved polyester-polymer concrete that was later diamond ground before final striping after the new bridge's opening. Utility conduit was installed beneath the bridge along with downspouts for storm drainage throughout the course of the year.



Shared-Use Walkway

The upstream bridge's walkway ceremoniously opened November 15 as the centerpiece segment of a broader 0.86-mile-long facility called the Scudder Falls Shared-Use Path (see accompanying article on page 14).

The bridge's walkway and ramps meet Federal Highway Administration standards for integration of pedestrian and bicycle traffic. The new river link makes Scudder Falls the only river crossing in the Commission's 20-bridge system where bicyclists can pedal across without dismounting. Fifteen of the Commission's bridges currently provide some form of pedestrian access. However, for safety, liability and logistical reasons, bicyclists must dismount and walk across these other bridge walkways.

The Commission has committed to operating and maintaining the facility's various components and nearby Commission-owned wetland areas in perpetuity.



Substantial Completion

After 4-1/2 years of construction along a 4.4-mile-long stretch of I-295 in New Jersey and Pennsylvania, the Scudder Falls Bridge Replacement Project achieved "substantial completion" with the end of surface-coat paving through the project area and the opening of the reconstructed access ramp from NJ Route 175/Upper River Road to I-295 South in Ewing, N.J.

The construction milestone marked the end of the project's long-term uninterrupted lane and ramp closures. Only short-term travel restrictions would be needed to complete remaining project tasks.

The milestone was achieved despite three unanticipated challenges during the year: ongoing supply-chain disruptions resulting from the COVID-19 pandemic; winter storms in February; and river flooding caused by heavy rains as the remnants of Hurricane Ida inundated the river region on the first two days of September. The Ida-related flooding topped the temporary work platform installed downstream of the new bridge structure. The platform was rendered unusable due to detached or damaged portions of timber decking. Debris removal and repairs were initiated in October after a successful load testing of the work platform's steel supports. This allowed the contractor to begin removing work platform segments in November.



Scudder Falls Project Encompasses 4.4 Miles of Improvements

The Scudder Falls Toll Bridge's downstream span is the second of two parallel structures that now carry respective directions of I-295 between Pennsylvania and New Jersey. This second span opened to New Jersey-bound traffic approximately 8:30 p.m. August 17. The opening marked the completion of the five-year-long Scudder Falls Bridge Replacement Project's Stage 2 work. This new downstream bridge span was constructed adjacent to — and just south of — the upstream span that opened to limited traffic the night of July 9, 2019. That upstream span carried both directions of I-295 on a temporary basis until the now-operational second parallel span could be constructed.



Other Tasks Completed in 2021

A wide variety of tasks were completed to bring the second bridge span online and move the overall project to substantial completion in 2021, including:

- Widening, paving, and striping of the Pennsylvania I-295 eastbound approach to the new bridge;
- Widening, paving, and striping of the New Jersey I-295 southbound segment after the bridge along with integration of newly aligned Route 175 and Route 29 on-ramps;
- Construction of new approach bridge to carry New Jersey-bound I-295 traffic across NJ Route 175, the Delaware & Raritan Canal, and the NJ Route 29 northbound bypass roadway on the new bridge's New Jersey side;
- Construction of two new approach bridges to carry New Jersey-bound I-295 traffic across the Delaware Canal and Taylorsville Road on the new bridge's Pennsylvania side;
- Realignment of New Jersey-bound I-295 exit and entry ramps at the Taylorsville Road interchange (Exit 10) in Pennsylvania, including curbing, final paving, and striping;
- Realignment of New Jersey-bound I-295 exit ramp to Route 29 interchange (Exit 76) in New Jersey, including curbing, final paving; and striping;

Construction of the second span took place over a 752-day period, starting on July 29, 2019. The work included the removal of the former Scudder Falls (I-95) Bridge, which opened to traffic in June 1961. Upon being put into service, the downstream span operated under a temporary traffic configuration carrying NJ-bound traffic in the right-most lanes and the upstream span carrying PA-bound traffic in its right-most lanes. This set up allowed for the completion of Stage 3 work activities on both bridge spans and elsewhere in the project area through the summer and fall. Stage 3 ended on December 17, 2021, at which point the overall project reached its "substantial completion" milestone.

In addition to the dual-span replacement bridge, the project included nearly 4.4 miles of approach roadway improvements between the I-295/PA Route 332 Interchange in PA, and the I-295/Bear Tavern Road Interchange in N.J.; the reconfiguration of the I-295/Taylorsville Road Interchange in PA.; and the reconstruction of the I-295/Route 29 Interchange in N.J. and associated ramps and structures. The project also included construction of noise walls in both PA. and N.J., a four-story bridge-monitor/all-electronic-tolling building, an all-electronic tolling gantry for highway-speed E-ZPass and TOLL-BY-PLATE toll collections, a shared-use walkway on the bridge's upstream span, and a wetlands-mitigation site in Pennsylvania. The awarded bid price for the overall project was \$396 million, which included \$99,943,285 in costs for constructing the parallel replacement bridge structures.

- Installation of additional stormwater-retention areas at I-295/Route 29 interchange in New Jersey and I-295/Taylorsville Road interchange in Pennsylvania;
- Rehabilitation and paving of NJ Route 175 in the vicinity of I-295 in New Jersey;
- Installation of lighting and new signage structures at the bridge, flanking interchanges and along bridge approaches;
- Widening, paving, and striping of Taylorsville Road in the vicinity of I-295 in Pennsylvania;
- Relocation/installation of Pennsylvania Department of Transportation and New Jersey Department of Transportation Intelligent Traffic System equipment and highway lighting at various locations;
- Excavation, application of top-soil and plantings, and fencing off a wetlands-mitigation area along Woodside Road in Pennsylvania;
- Installation of barriers, parapets, and retaining walls at various locations;
- Removal and final cleanup of last remaining pier that once supported the functionally obsolete Scudder Falls Bridge;
- Excavation, rehabilitation, and paving of the connecting roadway between the roundabouts at the I-295/Route 29 interchange in New Jersey;
- Application of final wearing-surface pavement throughout the entire project area, including I-295 approaches, all highway interchange ramps, Taylorsville, River, and Woodside Roads in Pennsylvania and Route 29 and Route 175 portions in New Jersey;
- Diamond grinding all PCC surfaces of the Scudder Falls Toll Bridge's two parallel spans and nearby approach bridges.

Finish Line in Sight

The project shifted into its final stage of “punch list” work before the end of the year. Many of the remaining work tasks won’t involve travel restrictions. Among the major work items to be completed in coming months are: removal of the temporary in-river work platform on the Pennsylvania side; removal of bulkheads on the Pennsylvania side; completion of landscaping and riverbank restoration on the New Jersey and Pennsylvania sides; installation of signage and guiderail on Route 175/Upper River Road and entry ramp onto I-295 SB in New Jersey; and installation of Welcome to Pennsylvania signage and completion of electronic traffic monitoring system on Pennsylvania side of I-295.

Barring additional weather-related and supply-chain issues, the project remains on track to reach its stipulated final completion date in late May 2022.



Tale of the Tape: After 752 Construction Days, Scudder Falls Toll Bridge's Downstream Span Opens

SUBSTRUCTURE

The downstream NJ-bound bridge structure has six reinforced concrete piers constructed on reinforced concrete pile caps. The pile caps at piers 1, 2, 3, 5 and 6 (pier numbers are assigned from PA. to N.J.) are supported by six five-foot-diameter reinforced concrete caissons socketed into rock. The pile cap at pier 4 is supported by eight five-foot-diameter reinforced concrete caissons socketed into rock. The new bridge's two abutments are reinforced concrete stub structures founded on steel H-piles driven to rock. The PA abutment is protected by sloping rock armor and the NJ abutment is behind a mechanically stabilized earth (MSE) wall.

SUPERSTRUCTURE

The downstream bridge is a seven-girder, seven-span continuous steel structure with a 10-inch-thick reinforced concrete deck plus a one-inch polyester-polymer-concrete (PPC) overlay. The span configuration consist of a 191-foot-6-inch end span on the Pennsylvania side, five 279-foot-long interior spans, and a 227-foot-6-inch N.J. end span. The total bridge length is 1,814 feet from center to center of abutment bearings. The bridge has 0.68-percent downward grade from N.J. to PA.

The bridge's reinforced concrete deck is 88-foot-7-inches wide in spans 1 through 6. The width of span 7 varies from 88-feet-7-inches to 89-feet-1-inch. The bridge carries three 12-foot-wide through lanes and two 12-foot-wide auxiliary lanes accommodating accelerating traffic entering from on ramps at Taylorsville Road in PA. and decelerating traffic to an exit ramp at Route 29 in N.J. There is a 12-foot-wide right shoulder and a 13-foot-3-inch left median shoulder. The left shoulder is wider to accommodate potential bus/rapid-transit service. Concrete barriers on the right and left sides of the road deck are each 1-foot-8-inches wide.

The following is an approximate list of quantities of material that went into the construction of the downstream bridge:

Substructure quantities:

6,520 CY of Excavation
4,260 CY of No. 57 Coarse Aggregate
7,010 CY of Class A Cement Concrete
600 CY of Class AA Cement Concrete
7,890 LB of Fabricated Structural Steel, Galvanized
1,220,480 LB of Reinforcement Bars, Galvanized
2,100 LF of Steel Beam Bearing Piles, HP 14 x 89
420 LF of 60" Diameter Drilled Caisson, Shaft Section
800 LF of 54" Diameter Drilled Caisson, Rock Socket
1,770 SF of Mechanically Stabilized Earth Wall (MSE Wall)
35,700 SF of Architectural Concrete Surface Treatment

Superstructure quantities:

5450 CY of Class AAAP Cement Concrete, Deck
780 CY of Class AA Cement Concrete, Barriers
220 LF of Modular Joint System
10,020,340 LB of Fabricated Structural Steel, Unpainted
56 High Load Multi-Rotational Bearings
1,350 SF of Architectural Concrete Surface Treatment
1,873,200 LB of Reinforcement Bars, Galvanized
18,510 CF of Polyester Polymer Concrete (PPC) Overlay

New Delaware River Crossing For Walkers, Bicyclists, Sightseers Opens with Speeches, Anthem, Fanfare at Scudder Falls Toll Bridge

On a bucolic mid-November morning, a new multi-faceted facility for pedestrians, bicyclists, and sightseers ceremoniously opened to public use in the vicinity of the Commission's Scudder Falls (I-295) Toll Bridge.

The event heralded the Scudder Falls Shared-Use Path and its centerpiece element, a 1,587-foot-long walkway on the bridge's upstream span. It is the first bridge in the Commission's system meeting Federal Highway Administration criteria – minimum 10-foot walkway width, minimum 4-foot-6-inch railings – allowing bicyclists to cross without dismounting.

The bistate non-vehicular crossing is the result of two Commission projects: the Scudder Falls Administration Building Project substantially completed in 2019 and the Scudder Falls Bridge Replacement Project substantially completed in December, 2021. The total facility – as currently configured – is 0.86 of a mile long.



In addition to the bridge walkway, the facility includes the following elements:

- An access ramp and concrete path extension to the Delaware & Raritan Feeder Canal towpath on the New Jersey side;
- An access ramp to the Delaware Canal towpath on the Pennsylvania side. This towpath segment has now been designated as part of the envisioned 1,300-mile September 11th National Memorial Trail;
- Four scenic overlooks on the bridge walkway and access ramps;
- A simple-span bridge for safe crossings of pedestrians and bicyclists over Pennsylvania's Delaware Canal;
- The 1799 House – a former stone residence that was adaptively re-used to serve as a trailhead comfort station in close proximity to the Delaware Canal towpath (A ramp provides access to this facility in compliance with the American Disabilities Act.);
- Benches and a bicycle rack outside the 1799 House;
- An interpretive display consisting of one granite block and a bearing from the first Scudder Falls Bridge that was constructed in 1959 and removed from service in 2019;
- A 127-space park-n-ride lot near the intersection of Taylorsville and Woodside roads in Lower Makefield; and
- Permeable asphalt paths connecting the pedestrian canal bridge, the 1799 House and the park-n-ride lot on the Pennsylvania side.

The dedication ceremony for the new regional recreational passive-transportation facility had a distinctive bistate vibe, featuring participants and attendees from New Jersey and Pennsylvania.

The ceremonial ribbon was cut by Anne Scudder Smith of Ottsville, PA., a ninth-generation descendant of early Ewing Township, N.J. settler Richard Betts Scudder and the granddaughter of John Montgomery Scudder who cut the opening-day ribbon on the first Scudder Falls Bridge in June 1961. Yardley, PA. Police Chief Joe Kelly, who survived a gunshot wound responding to a domestic dispute earlier in the year, led the Pledge of Allegiance. Ewing (N.J.) High School's Mastersingers Choir sang the National Anthem.

The facility's inaugural bicycle ride was led by representatives of the Trenton-based Anchor House Foundation's "Ride for Runaways," an annual long-distance fund-raising ride that often crosses a Commission bridge walkway. The riders were Director Kathy Drulis, co-chairs DeWayne Tolbert and Laura Carlson, and frequent participant Martin Griff.

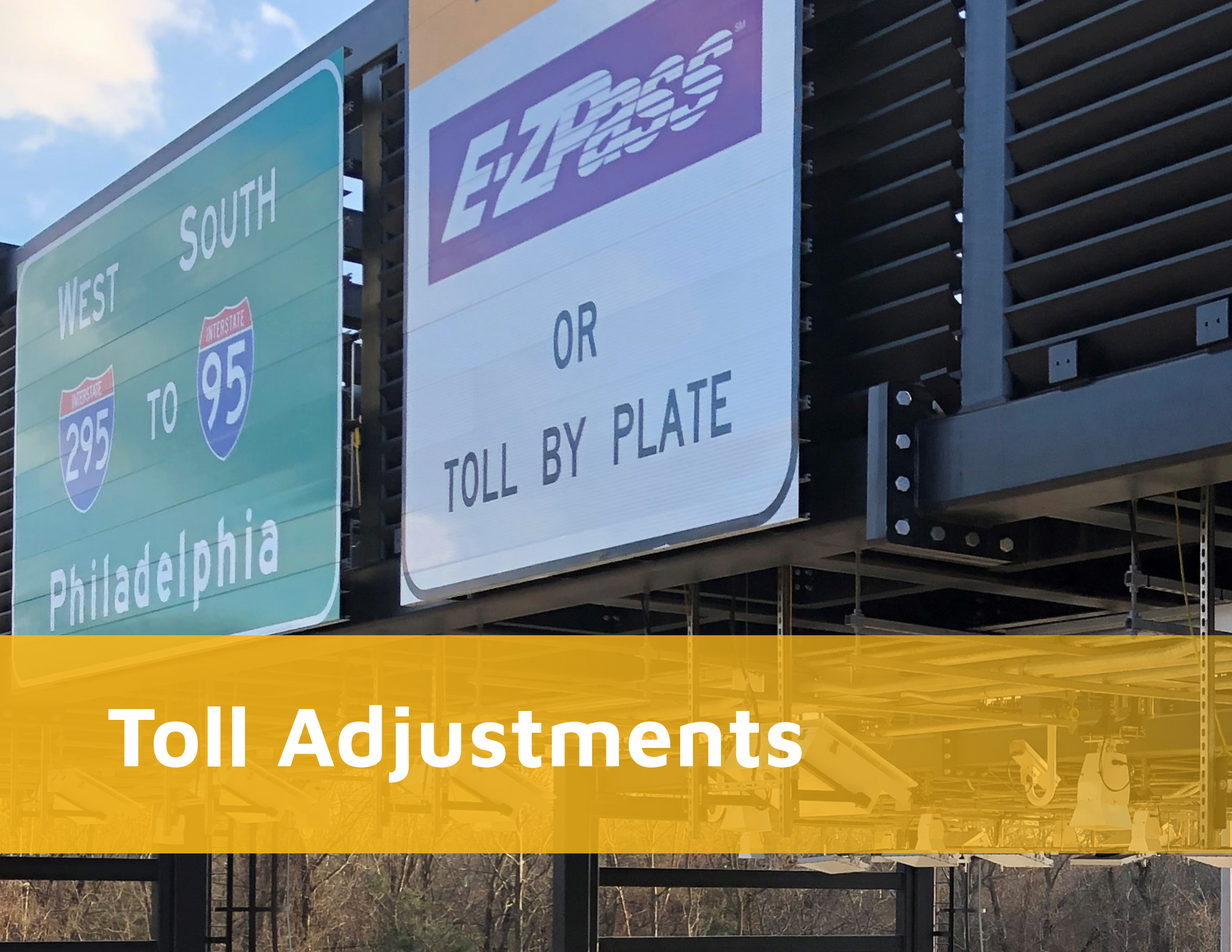
Featured speakers were Yassmin Gramian, P.E., Secretary of Pennsylvania Department of Transportation; Michael Russo, Assistant Commissioner, New Jersey Department of Transportation; John Cecil, Director of New Jersey Division of Parks and Forestry; Devin Buzard, Park Manager, Delaware Canal State Park, PA DCNR; Yuki Moore Laurenti, Treasurer, DRJTBC Board of Commissioners; and Joe Resta, DRJTBC Executive Director.

Welcome messages to the audience were given by representatives from the Scudder Falls Toll Bridge's two host municipalities: Mayor Bert Steinmann of Ewing Twp., N.J. and Lower Makefield Township Supervisor John Lewis.

Local residents, regional bicycle advocates and outdoor-recreation enthusiasts were among those in attendance. The event's audience also included consultants, designers and executives of engineering, architectural and construction firms that worked on the shared-use path. The notion of outfitting the Scudder Falls Toll Bridge with a shared-use path originally was advanced by the Philadelphia Bicycle Coalition about 15 years ago. The inclusion of a bicycle-friendly walkway became the most frequent public comment during the bridge project's early planning stages.

The Commission plans to lengthen its shared-use path slightly in 2022 with an extension from the park-n-ride lot to the nearby intersection of Taylorsville and Woodside roads. New crosswalks then would connect with a new trail that Upper Makefield plans to construct westward alongside Woodside Road.





Toll Adjustments



Commission Approves, Implements First System-Wide Toll Adjustments in 10 Years

New Two-Tier Rate Table Charges More for Non-E-ZPass Transactions

Facing steep traffic and revenue declines brought on by the COVID-19 pandemic and a corresponding global recession in 2020, the Commission implemented a new two-tier toll schedule in 2021 – the agency’s first system-wide toll adjustment in 10 years.

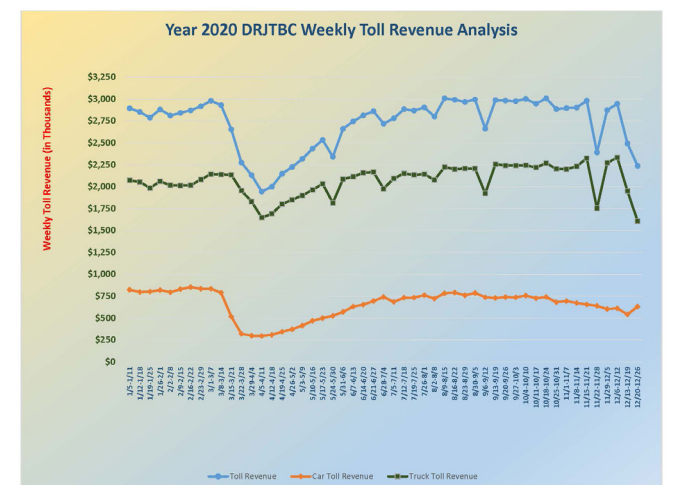
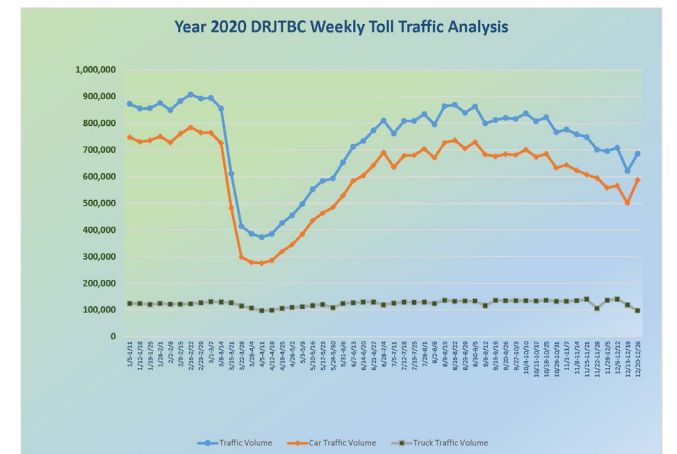
The toll-rate changes already are enabling the Commission to reverse COVID-related revenue declines while providing funding for planned capital improvement projects and enabling the agency to meet the terms of a “financial resilience policy” adopted in late 2020.

The system-wide adjustments are being implemented in two stages. The first and broadest schedule of changes took effect April 11, 2021, affecting every vehicle class at the Commission’s eight toll bridge except the Scudder Falls Toll Bridge’s passenger-vehicle E-ZPass toll rate of \$1.25. (The E-ZPass rate at the other seven toll bridges was increased to this \$1.25 rate.) The second and less-impactful stage of change is expected to be implemented on or after January 6, 2024, increasing only the Commission’s passenger-vehicle E-ZPass rate by a quarter — to \$1.50 from \$1.25.

The new uniform toll schedules mark an important system-wide first for the Commission, making a motorist’s method of payment as a key factor in determining a respective vehicle’s toll rate. The result is a two-tier pricing framework that applies lower rates to E-ZPass transactions, which are less costly to process, and higher rates to cash and TOLL-BY-PLATE transactions, which are more costly to process.

This type of pricing is a prevailing trend among toll agencies nationally because it helps cover the increased processing costs associated with cash collections at conventional toll booths or by license-plate billing at an all-electronic tolling facility. (Note: The Commission adopted a limited two-tier toll schedule in 2016, when it established rates for a new replacement toll bridge to be constructed at its Scudder Falls location.)

The two-tier pricing method ends a situation in which E-ZPass users were subsidizing the costs of motorists who paid tolls with cash. The Commission deemed it was time to change this inequity because nearly 79 percent of toll transactions at Commission bridges were made via E-ZPass at the end of 2020.



Underlying Dynamics

The impetus for changing the Commission's toll rates was an avalanche of traffic and revenue losses that arose as COVID-19 lockdowns and a fragile recovery affected commuting, travel and shopping in the agency's bi-state service area during 2020.

The numbers tell the story. The Commission recorded 11.8 million fewer toll transactions and took in 9.36 percent less revenue than had been forecasted for 2020. The agency ended that year with a big hole — \$14.5 million less in revenue than had been projected. Meanwhile, federal interest rate policy changes caused the Commission to earn \$1.3 million less than expected on investments. The Commission in 2020 took a series of proactive steps – a hiring moratorium, capital project postponements, a salary freeze and budget cuts – to offset its revenue losses. And while traffic volumes recovered somewhat after businesses began reopening during 2020, toll collections remained far short of pre-COVID norms.

After traffic and revenue collections continued to be short of projections during the first four weeks of 2021, Commission staff moved for a toll adjustment. The proposal was rolled out February 1.

Executive Director Joe Resta warned that any deferral or delay would necessitate even steeper toll increases at a later date.

Major Changes

A slightly modified version of the prescribed toll-setting process that Commissioners established in 2013 was used for raising public awareness of the proposed changes and for taking public comment and approving the new rate schedules. Due to COVID-19, three online public hearings – instead of six regional in-person hearings —were conducted via the Zoom meetings platform and teleconferencing.

The Commission approved the toll adjustments at its March 29 meeting.

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

- 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).
- Establish a two-tier toll adjustment for Class 1 passenger vehicles starting April 11; to \$1.25 for E-ZPass, \$3 for cash, and \$3 for TOLL BY PLATE (Scudder Falls).

(cont. on next page)



Two-Month-Long Public-Comment/Hearing/Report Process Preceded Commission's Approval of Proposed Toll Adjustments

Before action was taken on proposed system-wide toll adjustments for 2021 and 2024, a prescribed process was followed to raise public awareness, gather comments from interested parties, and compile a report for Commissioners' review and consideration.

The process largely followed the "Toll Adjustment Public Hearing and Comment Policy" that the Commission adopted in 2013 to promote transparency and openness when setting toll rates.



- Set the added toll for Class 1 passenger vehicles with bumper-hitch trailers in tow at \$2 starting April 11.
- Authorize the Class 1 E-ZPass passenger vehicle toll to be \$1.50 in January 2024.
- 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) starting May 1.
- Eliminate the Class 1 E-ZPass commuter discount in its entirety in January 2024.
- 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) starting April 11.
- Eliminate the off-peak E-ZPass discount for commercial vehicles (Class 2 and above) starting April 11.

Due to the COVID-19 pandemic, a slight modification was made to the policy at the Commission's January meeting – prior to rollout of the proposed toll changes. The Commission changed the number of prescribed public hearings from six regional in-person meetings to three virtual meetings that anyone could attend online or via teleconferencing. The Commission noted that the New Jersey and Pennsylvania governors deemed public gatherings as contributory to the community spread of COVID-19 and that technological advancements allowed for enhanced public access through virtual channels.

The process was conducted as follows:

January 31 – Information on the proposed toll changes was sent to state lawmakers and public notices appeared in the newspapers that regularly publish Commission legal ads.

February 1 – A four-page press release announcing the proposed toll changes was distributed to news outlets serving the Commission's river jurisdiction along with various Facebook postings. New webpages were added to the Commission website to show the proposed toll adjustments for 2021 and 2024 and to explain the reasons for the proposed toll changes and the process that would be followed to gather public comment via an online portal, a toll-free phone line, virtual hearings, and U.S. Mail. These actions marked the start of a 26-day public comment period.

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ACCOUNT # 400001671

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 Lenox 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
 AND COMMENT PERIOD
 PROPOSED TOLL RATE
 ADJUSTMENTS
 FOR DELTA RIVER JOINT TOLL BRIDGES
 Notice is hereby given that the Delaware River Joint Toll Bridge Commission (DRJTBC) of New Hope, PA has scheduled six hearings to take public comment on three proposed adjustments to the agency's toll-rate schedules. The proposed changes are:
 1. A full schedule of tolls to be charged at the Scudder Falls (I-95) Replacement Bridge upon conversion to a tolled facility with an all-electronic toll collection system at a yet-to-be-determined date in 2019.
 2. Adjustment in the cash and E-ZPass toll rates for two-axle vehicles less than eight-feet high with more than four wheels to be charged at the Commission's seven existing toll bridges Trenton-Morrisville (Route 1), New Hope-Lambertville (Route 202), I-78, Easton-Phillipsburg (Route 22), Portland-Columbia, Delaware Water Gap (I-80) and Milford-Montague (Route 206).
 3. Clarification of the cash toll rate for recreational vehicles with a car or trailer in tow at the Commission's seven existing toll bridges.
 In accordance with the Commission's 2013 Toll Adjustment Public Hearing and Comment Policy (R-2327-07-13 FIN-0207-13), the proposed toll adjustments are posted on the Commission's website, www.drjtbc.org. The proposed toll schedule for the Scudder Falls Replacement Bridge may be accessed directly at www.drjtbc.org/scudderfalls. The proposed adjustments for recreational vehicles with cars or trailers in tow and for two-axle vehicles less than eight-feet high with four or more wheels may be accessed at www.drjtbc.org/tollrates.

Sworn to and subscribed to before me this day February 04, 2021
 Lois A. Kirkwood
 Notary Public
 Commonwealth of Pennsylvania
 County of Monroe
 My commission expires March 2, 2021
 Commission number 1088876
 Monroeville, Pennsylvania Association of Notaries

EXPIRE DATE 02/01/2021
 AD CAPTION PUBLIC NOTICE/PUBLIC HEARINGS
 START DATE 02/01/2021 END DATE 02/01/2021
 # TIMES 1
 AMOUNT 332.02

**NOTICE
 TOLL HEARINGS
 PROPOSED TOLL RATES
 FOR NEW SCUDDER FALLS
 BRIDGE
 &
 TOLL CHANGES FOR CERTAIN
 VEHICLES
 AT OTHER DRJTBC BRIDGES**

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Outcomes

The 2021 system-wide \$1.25 passenger vehicle E-ZPass rate remains the lowest of any public toll agency along the Delaware River. Meanwhile, the proposed commercial vehicle rates maintain the Commission's competitive edge for Pennsylvania-bound movements of overland freight across the river.

In 2024, the Commission will stop incentivizing E-ZPass with discounts, a practice many other agencies abandoned years ago. Instead, E-ZPass customers will have lower rates than non-E-ZPass-equipped motorists and those lower rates would apply regardless of a transponder's issuing-agency affiliation.

The 2024 \$1.50 passenger vehicle E-ZPass rate is half of the Commission's corresponding \$3 rate for cash or TOLL-BY-PLATE customers. Two-tier pricing systems like this already are in place within the region at the Scudder Falls Toll Bridge, the Governor Mario M. Cuomo Bridge (former Tappan Zee), at Metropolitan Transportation Authority crossings like the Verrazano-Narrows Bridge, the Pennsylvania Turnpike, New York Thruway, and bridges/tunnels operated by the Port Authority of New York and New Jersey.

February 2 – Pre-registration opened for people seeking to comment at one of the three virtual hearings. Registration information, Zoom links, and teleconferencing numbers and access codes were published on the new toll adjustment webpage. Registrations were accepted online through a form published on the Commission's toll adjustment webpage and through a prompt added to the toll-free phone line established for the public comment process.

February 10 – Pre-registration for commenting at the virtual hearings ended.

February 17 – Two virtual hearings – one in the morning and one in the evening – were conducted. (A PowerPoint presentation explaining the reasons for the toll adjustment and the proposed rate changes preceded each hearing.)

February 18 – The third virtual hearing was conducted during evening hours.

February 26 – The public comment period ended at the Commission's close of business – 4 p.m.

March 18 – A report on the toll review process with resulting and respective staff responses was compiled and provided to Commissioners for their consideration prior to taking action on the proposed toll adjustments.

March 29 – The DRJTBC's 10-member Board of Commissioners approved the

proposed toll adjustments in a 9-1 vote. The Commission announced the decision and initiated respective changes to toll booths and the agency's website.

April 11 – The new uniform rate schedule went into effect at the Commission's eight toll bridges.

Among the additional documents the Commission provided during the process were comparison charts of the tolls for the three largest vehicle classes – passenger vehicles, two-axle trucks, and five-axle trucks; an explanation of the Commission's authority to collect tolls; an explanation of why a share of the Commission's toll revenues pay for the operation and maintenance of 12 non-toll bridges; links to audited financial statements; a copy of the Commission's December 2020 Financial Resilience Policy; a compilation of various capital projects that toll proceeds would help fund over the next five years; and links for E-ZPass information. The Commission issued four press releases for the toll adjustment and communications staff were made available for interviews by television, radio and online news outlets.

The report on the toll process and public comments that Commission staff provided to Commissioners prior to their deliberation process was placed on the Commission website and remains available for viewing to this day.

Toll Rate Adjustments Help Bolster Commission's Bond Ratings

The 2021 toll adjustments coupled with the prior adoption of a corresponding Financial Resilience Policy enabled the Commission to improve its credit ratings in 2021.

During the course of the year, three bond rating agencies made upward adjustments in their respective critiques of the Commission's financial outlook.

About two weeks after the new 2021 toll adjustment went into effect, S&P Global Ratings included the Commission in a broad upgrade of financial outlooks for 126 U.S. not-for-profit transportation infrastructure debt issuers. The Commission's outlook was raised to "stable." S&P had lowered the outlook to "negative" in March 2020 due to the deepening onset of the COVID-19 pandemic.

In August, Moody's Investor Service updated its analysis of the Commission's credit profile, assigning an "A1 stable" rating. Moody's cited "toll rate setting flexibility and recent toll rate increase" among the Commission's credit strengths. Moody's also praised the Commission's "mature service area," its policy of not funding non-bridge-related development with Commission funds, and a "conservative financial policy" evidenced by a "senior debt service coverage ratio of around 2.0x and a minimum cash to debt ratio of 15 percent."

In October, Fitch Ratings reaffirmed its A+ grade on DRJTBC revenue bonds while boosting the Commission's ratings outlook to "stable" from "negative." Fitch analysts explained that the revised stable outlook "reflects the Commission's solid ongoing traffic recovery and improved financial metrics due to a significant toll increase implemented in April 2021." Fitch also praised the Commission's decision to maintain a 2.0 debt service coverage ratio target.

The upward adjustments attest to the recovering strength of the DRJTBC's financial metrics as traffic volumes recover from the steep declines of the COVID-19 pandemic and operating revenues rebound in the wake of the first system-wide toll adjustment in 10 years.





Moody's Investors Service

The Delaware River Joint Toll Bridge Commission's credit profile (A1 stable) benefits from a stable and mature service area. Traffic volumes continue to recover from the low in 2020 and will likely reach pre-pandemic levels by 2022.

FitchRatings

The Outlook revision to Stable from Negative reflects the Commission's solid ongoing traffic recovery and improved financial metrics due to a significant toll increase implemented in April 2021. The Commission also amended its financial policy to increase its debt service coverage ratio policy target to 2.0x from 1.5x, which further supports the rating level.



S&P Global Ratings (press release)

S&P Global Ratings today revised the outlooks on 185 long-term debt ratings associated with 126 issuers in the U.S. not-for-profit transportation infrastructure sector to stable from negative due to a variety of factors that we expect will improve and stabilize the credit-quality landscape over the next 12-24 months. These outlook revisions apply to asset classes most affected by the ongoing COVID-19 pandemic, including operators of airports, transit, parking, toll roads, and ports.



Projects





After COVID-Related Delays Rehabilitation Project Now Underway At Easton and Phillipsburg's Northampton Street Bridge

A roughly 18-month-long rehabilitation project is now underway at the iconic Northampton Street Toll-Supported Bridge between Easton, PA. and Phillipsburg, N.J.

Known to locals as the “free bridge,” it is the second oldest superstructure in the Commission's 20-bridge inventory. It was last rehabilitated in 2002.

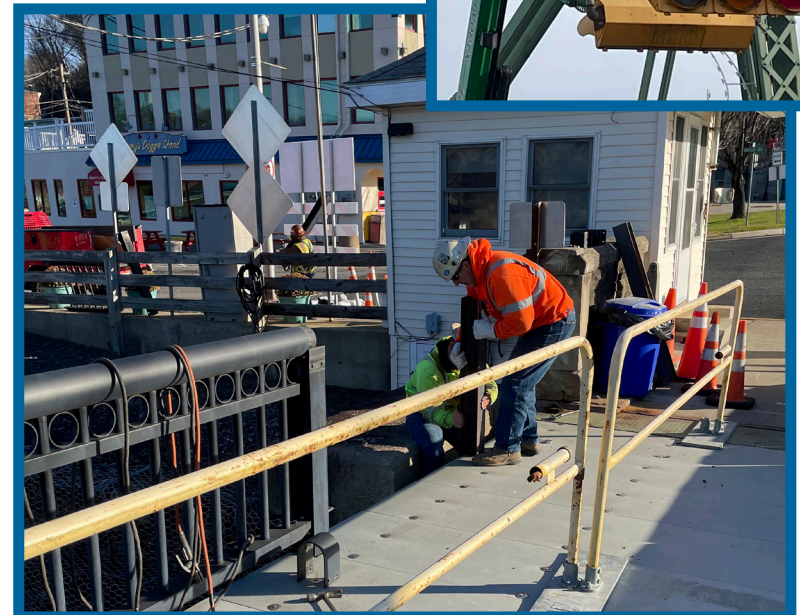
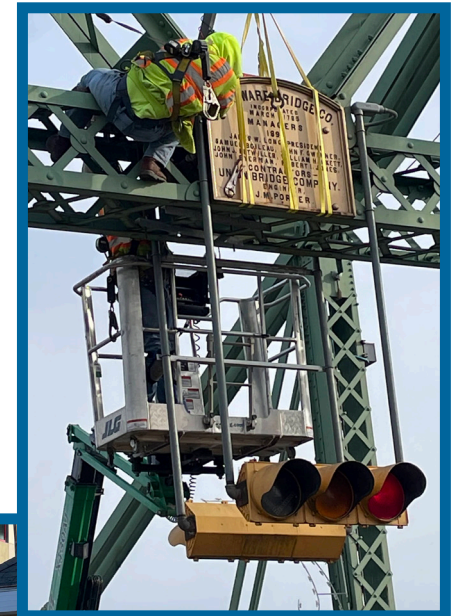
The project involves the following major tasks:

- Clean and paint the steel superstructure;
- Repoint stone-masonry abutments, piers and wingwalls;
- Reconstruct end pylons/walls;
- Repair/rehabilitate various steel truss members;
- Replace the bridge's two pedestrian walkway surfaces;
- Replace bridge approach sidewalks;
- Replace electrical systems and back-up generator;
- Install new ornamental lighting fixtures;
- Install new programmable architectural lighting to highlight the bridge's unique profile.

Construction originally was expected to take place over the course of 2021. That timetable, however, was scrapped in 2020 when the onset of the COVID pandemic decimated traffic volumes and crushed toll revenue collections, forcing the Commission to put new capital projects on hold.

The project returned to front-burner status in 2021 as the Commission's finances recovered in the wake of a system-wide toll adjustment during the spring.

In early June, the Commission announced that it would host a virtual open house to help complete the project's design process and raise public awareness of the impending construction and travel impacts. A new extensive webpage was created to complement the public involvement effort. The open house took place later in the month, marking the first time that the agency gathered public input for a project via an online meetings platform and teleconferencing.





VISIT THE PROJECT WEBPAGE: www.drjtbc.org/project/freebridge

The open house consisted of a project presentation followed by a question and answer period for the public. The presentation outlined the project's purpose, identified existing substructure and superstructure conditions that needed attention, explained the new lighting systems planned for the bridge, showed the travel lane patterns that would be used during the project's construction stages, and summarized the project's anticipated schedule for design completion, contract procurement, and construction.

The project's design process reached completion in July. In September, the Commission unanimously awarded the bridge rehabilitation's construction contract to low-bidder J.D. Eckman, Inc. of Atglen, PA. This is the same company that rehabilitated the Commission Easton-Phillipsburg Toll Bridge between 2013 and 2015.

The Commission also approved a construction management/inspections contract award to Johnson, Mirmiran & Thompson, Inc. (JMT) of Philadelphia, PA.

The contractor initiated preparatory work in the late fall, including mobilizing equipment and materials, placing temporary surveillance cameras, performing electrical work at the bridge monitor's shelter adjacent to the Easton abutment, and installing temporary lighting on the bridge deck and pedestrian walkways before the bridge's current lighting systems were disconnected.

One important task completed on the bridge before year's end involved the temporary removal of historical signage and the gold-leaf state-seal monuments atop the bridge towers. The monuments were transported to the famous Seward Johnson Atelier in Hamilton, N.J., where they will be restored. The historic signage was put in storage to protect them while the bridge is repainted. Both the monuments and signage will be reinstalled after the bridge's painting work is completed.

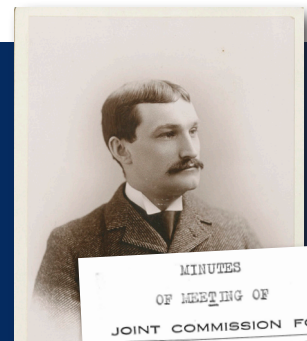
The more-significant aspects of the rehabilitation project are expected to get underway in March 2022. Prolonged traffic restrictions will begin at that time and continue through the year. All project work is expected to be completed in spring 2023.

Northampton Street Bridge Passes 100-Year Mark Of Public Ownership, Free Travel

The Commission's venerable Northampton Street Toll-Supported Bridge hit the 100-year mark of public ownership and free passage in 2021.

On August 3, 1921, New Jersey and Pennsylvania jointly purchased the former private toll bridge from Easton Delaware Bridge Company. The property closing took place in the office of the bridge company's president - James Madison Porter III (pictured right). The head of the engineering department at Lafayette University, Porter had designed the bridge for the Easton bridge company in 1894.

Other attendees at the property closing were Sterling G. McNees, a Pennsylvania deputy attorney general; Judge William Newcorn, a New Jersey assistant attorney general; and Reginald W. Darnell, a Phillipsburg businessman who sought the bridge's purchase as a member of the former Joint Commission for Elimination of Toll Bridge - Pennsylvania-New Jersey. The states created the agency in 1916 for the purpose of acquiring and freeing the 16 private toll bridges then in operation along the river.





Southern Operations and Maintenance Facilities Project Advances from Design to Construction in 2021

A multi-year initiative aimed at replacing and improving a variety of facilities in the Commission's southern region took several steps forward in 2021.

The undertaking — the Southern Operations and Maintenance Facilities Improvements Project — has now advanced to its most significant stage, with construction simultaneously underway at three different locations in Bucks County, PA:

- The obsolete administration building and maintenance facilities in Morrisville;
- The New Hope-Lambertville Toll Bridge's maintenance yards in Solebury; and
- A six-acre industrial tract in Middletown Township's Langhorne section.

The year's progress primarily consisted of design completion, contractor procurement, and early-stage construction.

The design consultant, Gannett Fleming Architects Inc. of Camp Hill, PA. — completed the final design process in April. The construction contract was put out for bid and awarded to the low bidder — Bracy Construction, Inc. of Allentown, PA. — at the Commission's June meeting.

Site-preparation and mobilization work took place through summer and early fall. A major focus during this time was the marking and relocations of utilities at the Morrisville and Langhorne sites. Rough grading and clearing also took place at the Langhorne location.

The Northampton Street Bridge was the fourth river span to be purchased in an arrangement facilitated by the Joint Commission. The prior purchases involved the Lower Trenton Bridge between Trenton and Morrisville in 1918, the Point Pleasant-Byram Bridge in 1919, and the New Hope-Lambertville Bridge in 1920.

The Northampton Street Bridge's purchase was strategically important. Like the bridges at Trenton-Morrisville and New Hope-Lambertville, the bridge at Easton-Phillipsburg served large volumes of motorists. The freeing of these bridges effectively motivated other, smaller private bridge companies along the river to convey their structures into public ownership. In the end, all but one of the private bridge companies were purchased by the states before the Joint Commission was disbanded and replaced by the Bridge Commission in late

1934. (The lone unpurchased private toll bridge remains in operation to this day — the Dingman's Choice and Delaware River Bridge between Pike County, PA. and Sussex County, N.J.)

Timeline of Purchase

The Joint Commission had targeted the Northampton Street Bridge as a priority acquisition since its creation, but the Easton Delaware Bridge Co. resisted initial invitations to sell because the bridge franchise was successful and profitable. The Joint Commission set out to break that impasse in late 1919 after reaching an agreement in principle with the New Hope Delaware Bridge Co. to sell its bridge by early 1920.

By year's end, the status of work was as follows:

Morrisville – Brick-and-mortar construction of the site's demarcation building was roughly 80 percent completed. This one-story structure will be the utility and data storage hub for the entire location when completed. Electrical power, natural gas, sewer, water, and computer lines will be centralized in this structure with lines fanned out to the location's other facilities. These include a salt-storage building, de-icing area and fueling island completed in 2020. Other future facilities will be a two-story office building that will house Trenton-Morrisville Toll Bridge staff and various security and traffic-incident management personnel, and a downsized vehicle-storage building. The largely mothballed 70-year-old administration building will be razed to make room for the new office building. Existing adjacent maintenance facilities will be cleared to allow for construction of the envisioned vehicle-storage building. Removal of the old administration building and construction of the new downsized replacement building is expected to begin once the demarcation building is completed. Removal of maintenance facilities will begin once construction is completed on a new expansive maintenance facility in Langhorne. When the removal of old buildings and construction of new downsized replacement buildings takes place at Morrisville, the work will be staged in a manner to mitigate disruptions to current maintenance and toll-collection personnel.

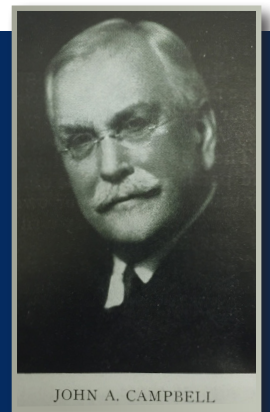


The negotiation process for the Northampton Street Bridge began during a periodic Joint Commission meeting at Philadelphia's prestigious Union League on October 8, 1919. To make a bid for the bridge's purchase, the commissioners reviewed a 1918 valuations report compiled by its engineers – Louis Focht of New Jersey and Willis Whited of Pennsylvania. The report said the Northampton Street Bridge was worth \$221,000. Based on that figure, the Joint Commission authorized a \$225,000 tender offer to the Easton Delaware Bridge Co. for its toll bridge, approaches, real estate, toll house, franchise and "all their rights and title to same free and clear of all obligations and debt."

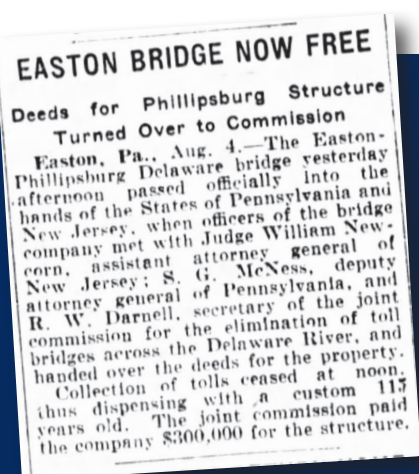
The offer apparently left the Easton Delaware Bridge Company wanting. But instead of making a counter offer, the bridge company's directors sought a meeting with the Joint Commission. The Joint Commission responded at its next meeting on May 11, 1920 by appointing its vice president, John A. Campbell

of Trenton, N.J., to meet with the bridge company. It's unclear if a meeting ever took place because the Joint Commission's New Jersey and Pennsylvania representatives did not meet together again in 1920.

On January 6, 1921, the New Jersey commissioners reported to former Governor Edward I. Edwards that negotiations remained underway for the bridge between Easton and Phillipsburg. "We have not arrived as yet at a satisfactory price but hope to do so very shortly," the commissioners wrote. A few days after that report's submission, Commissioner Campbell resigned from the Commission to spend more time on his professional/manufacturing endeavors in Trenton.



Langhorne – Considerable progress was made. Foundations were laid and wall erection nearly completed for a 7,000-square-foot, 5,000-ton, barn-styled salt-storage building. Nearby, the contractor completed grading and installed a gravel base for a corresponding de-icing area for brine mixing and magnesium chloride storage. The concrete foundation for a fueling area was poured before the onset of frigid temperatures. Finally, the gravel base for a portion of a 44,347-square-foot vehicle storage/maintenance building was installed. Another major accomplishment during the year was the acquisition of an easement from PECO, which owns an adjacent property. The easement is enabling the Commission to use Big Oak Road as its primary access point for the Langhorne location. The salt-storage building and accompanying fueling area and de-icing station are on track to be completed and operational well in advance of the 2022-23 winter storm season. Portions of the site would be paved in 2022 to allow for deliveries of salt and fuel as well as access for Commission maintenance vehicles. If all goes as planned, the vehicle storage/maintenance building would be completed sometime in 2023. It would be the Commission's largest building with substantial space for storing vehicles and equipment. The building also will house a repair shop, vehicle wash bay, welding and office areas, lockers and showers, and a kitchen/lunchroom. A partial second story and open mezzanine will afford additional space for storing equipment and supplies.



The Northampton Street Bridge was a prime consideration when the Joint Commission next met on January 19, 1921. The Commission members at that meeting voted unanimously to make a \$300,000 "final offer" for the bridge. This time, the Easton Delaware Bridge Co. accepted. At a March 16 meeting, the Joint Commission formally requested New Jersey's and Pennsylvania's attorney general offices to prepare the necessary legal papers for the bridge's purchase.

Given the bridge's regional importance, consideration was given to marking its purchase and freeing with some kind of ceremonial event. At a June 14, 1921 meeting in the Pennsylvania State Capitol in Harrisburg, Commissioner R. W. Darnell of Phillipsburg, N.J. sought to fix a specific closing date for the bridge's purchase so a celebration might be arranged. Darnell, who served as the Commission's secretary, noted that businessmen in Easton and Phillipsburg were working together on a prospective July 4 celebratory program. Darnell's commission colleagues, however, noted that the lawyers were still working on the purchase and that it would be best to defer the matter to sometime after July 4. (Note: It's unclear if an event was later held to mark the bridge's conveyance into public hands.)



New Hope – A small facet of the Southern Operations and Maintenance Facilities Project involves a new fuel-dispensing pump and Gasboy fuel-management system. That apparatus is expected to become operational sometime in 2022.

There are always caveats on a multi-faceted projects with sequential demolition and construction elements. This is especially the case in this post-COVID economy as the complexity of meeting scheduled target dates is exacerbated by supply-chain issues and workforce challenges. The ever-mutating coronavirus remains a constant threat, so only time will tell if this broad modernization project can stay on schedule for completion in 2024.

In late July, Pennsylvania's State Treasurer informed Darnell that Pennsylvania's \$150,000 share of the bridge's purchase price would be made available. (New Jersey's matching share had been made available a considerable time earlier.) The property closing took place on the morning of August 3, allowing for an end to all toll collections at noon. (The former bridge company had abolished tolls for pedestrian crossings on Nov. 1, 1856.) Signs stating "Free Bridge, No Tolls" were fastened to the bridge's entry portals in 1922.

Ownership

While the Joint Commission played the key role in arranging the bridge's sale, that former agency never owned the bridge. The property deeds on both sides

of the river were respectively put in the name of Pennsylvania and New Jersey because the states jointly provided the funding for the bridge's purchase. The states subsequently provided annual matching subsidies to the Joint Commission to operate and maintain the bridge on behalf of the two states.

This arrangement of the states subsidizing the bridge continued for 66 years. The Joint Commission was responsible for the bridge for 12 of those years – until late 1934, when the states enacted legislation to replace the Joint Commission with a new bistate agency called the Delaware River Joint Toll Bridge Commission. The newly constituted Bridge Commission then assumed the role of receiving annual subsidies to maintain and operate the former privately owned toll bridge – an arrangement that continued for 54 years. ➤

In-Water Bridge Piers Undergo Federally Mandated Safety Inspections

Consultants for the Commission found themselves below water on multiple occasions during 2021.

The submersions were all part of a project aimed at assessing the underwater conditions at the Commission's 20 Delaware River crossings. The work involved inspections of exposed in-water support pier surfaces from five feet above the normal-low-water elevation to the channel bottom. Four-member dive teams – including a professional engineer and a commercial diver – examined all in-water piers for scaling erosion, cracks, spalls, scour, and other defects.

The 10 vehicular bridges from Uhlerstown-Frenchtown north to Milford-Montague were inspected between August and September by Pickering, Corts and Summerson, Inc. under a consulting task order agreement with WSP USA.

Seven of the eight remaining vehicular bridges from Centre Bridge-Stockton south to the Trenton-Morrisville (Route 1) Toll Bridge were inspected in November and December by W.J. Castle Associates under a consulting task agreement with Naik Consulting Group, P.C. The eighth bridge – the newly completed dual-span Scudder Falls Toll Bridge – will be inspected in early 2022.

Reports on the completed underwater inspections are scheduled to be submitted and finalized in 2022.

The inspections are required to take place every five years under the federal National Bridge Inspection Standards (NBIS). Underwater inspections of Commission vehicular bridges were last conducted in 2016.

The Federal Highway Administration's Underwater Bridge Inspection reference manual notes that underwater inspections promote sound bridge maintenance and management and are integral to ensuring the traveling public's safety:

"Underwater material damage and deterioration, and scour-related undermining may not be apparent above water until the damage has become so severe that remedial actions are extremely expensive. Early detection of underwater distress allows implementation of cost-effective repairs."



On July 1, 1987, ownership of the bridge was conveyed outright to the Bridge Commission. Under changes the two states and U.S. Congress finished making to the Commission Compact in April 1987, the states ceased providing annual tax receipts for the bridge's operation and maintenance and the Commission started using a share of its annual toll bridge receipts to operate and maintain the bridge. This is why the river crossing is now officially called the Northampton Street Toll-Supported Bridge.



Delaware Water Gap Toll Plaza Area, NJ Approach Receive Facelift

The aging concrete approach and collection-lane at the Delaware Water Gap (I-80) Toll Bridge's toll plaza were the primary focus of a six-month-long rehabilitation and repair project during 2021 construction season.

The heavily-worn slabs were last replaced in 1988. The most recent inspection report of the area found "common spalling at slab joints and a few areas of noticeable settlement" and multiple short-term repaired area consisting of concrete and asphalt patching.

A variety of other tasks were performed in the vicinity of the toll bridge under the project, including:

- Reconstructed portions of the median barrier on the New Jersey side of the dual-span bridge;
- Replaced concrete curb gutters and the adjoining access sidewalk in the immediate area of the toll plaza;
- Replaced the impact attenuators that separate each toll-collection lane;
- Milled and paved the adjoining highway-speed Express E-ZPass toll collection lane;
- Milled and paved the eastbound and westbound New Jersey approach lanes and shoulders; and
- Applied a high-friction surface treatment to the bridge's New Jersey approach lanes.

Due to the bridge's high commuter, vacationer and tractor-trailer volumes, the project was carried out using a series of uninterrupted lane closures and travel shifts. Construction activities largely took place in cordoned areas.

During much of the project period, the toll plaza was reduced to three cash-collection lanes. The adjoining Express E-ZPass/Open Road Tolling facility remained in service to handle the bulk of toll transactions. Work was largely confined to overnight hours when short-duration single-lane I-80 westbound travel patterns could be implemented at the bridge. This staging enabled two westbound lanes to be available during weekday peak travel periods.

The one major exception to project staging was an early-October High Intensity Construction Cycle (HICC) that saw westbound traffic reduced to a single lane for the extended weekend of Friday, October 1 to Monday, October 4. The work involved demolition and removal of old concrete slabs, installation of rebar, and pouring/curing of new high-strength concrete within a 66-hour timeframe at a critical traffic transition point between the bridge and toll-collection area.

The project's construction activities were being performed by Road-Con, Inc. of West Chester, Pa. under a contract the Commission awarded in March for a not-to-exceed amount of \$3,773,197.85. The contract is ultimately financed by the tolls the Commission collects at its eight toll bridges.



Commission's NJ I-78 Roadway Segments Undergo Additional Overnight Repairs

For the third consecutive year, a series of overnight repairs were made to the Commission's heavily travelled and subsidence-prone 4.2-mile-long I-78 roadway segment in New Jersey.

The stretch of roadway, which carries traffic to and from the I-78 Toll Bridge, has some of the country's highest tractor-trailer traffic volumes. Much of the highway segment rests on karst limestone terrain, which is prone to sinkholes and subsurface erosion. The combination of heavy traffic volumes and unsound topography causes roadway shifting and excessive wearing of roadway joints.

Short-duration job-order projects in 2019 and 2020 addressed transverse and longitudinal joints, respectively. In 2021, another short-duration job-order assignment was carried out to rehabilitate various asphalt transverse and longitudinal joints along the I-78 Toll Bridge's NJ approach. The work also involved sealing, pothole repairs, and striping.

The repairs were performed almost exclusively during overnight hours to minimize traffic impacts. Work was performed by Mount Construction Company between August and December. One aspect of the work — replacement of raised pavement markers — was postponed to be completed in 2022.

The ongoing work on I-78's asphalt joints is intended to mitigate potential operational issues along the NJ I-78 roadway segment until the Commission can design and bid a broad contract for a comprehensive milling and paving project, currently scheduled for 2024-25.





Delaware Water Gap Toll Bridge



An aerial photograph of a city at sunset. The sky is a mix of orange, pink, and blue. In the foreground, a multi-lane highway with several lanes in each direction is visible, with cars and a large green truck driving on it. To the left of the highway, there's a residential area with houses and a large parking lot. In the background, there are more buildings and a distant city skyline under the sunset sky.

Year in Review



Emergency 15-Day Lane Closure and Repair Work Brings I-78 Eastbound Segment Online before Memorial Day

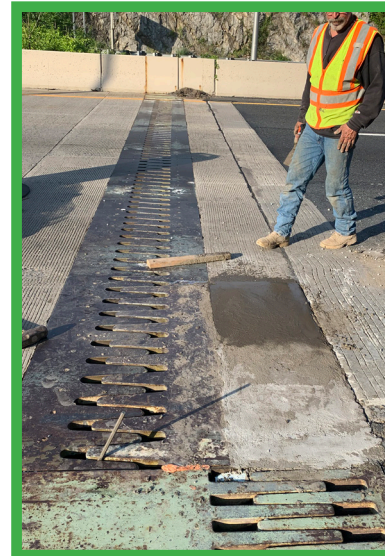
A fractured tooth expansion dam at the New Jersey end of the I-78 Toll Bridge's eastbound structure necessitated a 15-day-long emergency lane closure in May so a permanent repair plan could be crafted and executed before the busy Memorial Day holiday weekend.

Engineers surmise the bridge joint was damaged on or about May 10 by a truck towing a boat trailer. The rig blew out a tire in the vicinity of the bridge, causing the trailer to roll onto its side and slide across the bridge's eastbound span. The wayward rig apparently damaged a portion of the span's tooth expansion joint before coming to stop on the New Jersey side. The damaged joint posed a travel hazard and the area was cordoned off.

Commission maintenance personnel attempted to make an initial repair, but determined the damaged expansion joint required a more extensive repair. Engineers were dispatched to investigate the issue and map out a game plan for a permanent fix. Subsequently, I-78 eastbound was restricted to two travel lanes from the last exit in Pennsylvania to several hundred feet past the I-78 Toll Bridge in New Jersey, a distance of about 2.5 miles.

After the engineering firm WSP USA of Philadelphia crafted a repair plan, the Commission utilized a construction crew from Road-Con, Inc. of West Chester, PA., to carry out the work. Road-Con was already under contract for a larger project at the Delaware Water Gap (I-80) Toll Bridge.

The repair involved jackhammering out failing concrete, drilling, making a series of weld repairs, and resetting the tooth plate with high-strength early-set fiber-reinforced epoxy concrete. The lane closure was lifted after the concrete set for 20 hours, allowing I-78 eastbound to resume operation with three travel lanes.



Commission Turns Corner on COVID-19 in 2021

The Commission made strides rebounding from the worldwide coronavirus pandemic in 2021, the second year that the agency confronted COVID-19 challenges financially, operationally and logistically.

A significant factor in the turnaround was a system-wide toll adjustment (see related article on page 18), the first in 10 years. Improved traffic volumes were another dynamic, as more people resumed job commuting, shopping trips, family visits, and vacationing during the year. At the toll bridges, where vehicle profiles are tracked, a comparison of 2020 and 2021 traffic figures reflected a 12.9 percent increase for passenger vehicles and a 7.2 percent increase for trucks.

The toll-traffic-volume increases coupled with the toll adjustment enabled the Commission to stabilize its finances, offsetting the steep traffic and revenue decreases experienced during COVID's onset in 2020.

(Note: Roughly 125.2 million crossings were recorded at the agency's 18 vehicular bridges (toll and non-toll) in 2021. That's far short of the annual average 141.6 million vehicular crossings recorded during the five years preceding the COVID pandemic – 2015 to 2019.)

The year's positive developments went beyond finances.

In April, the Commission hired a series of new employees, ending a hiring freeze instituted during the early stages of 2020's COVID crisis. In June, the Commission awarded its first construction contract since the start of the pandemic.

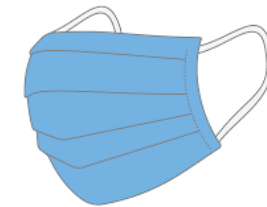
In July, the Commission ended the state of emergency it declared in spring 2020 along with a corresponding Continuity of Operations Essential Plan that served as an operational blueprint for protecting employees and the traveling public during the pandemic.

The Commission resumed in-person meetings in September, the first such voting session since February 2020. Commission meetings had been held via the Microsoft Teams online meetings platform since April 2020. Until further notice, the public can attend Commission meetings in person in accordance with guidelines established by the federal Centers for Disease Control and Prevention (CDC), or by online connection or teleconferencing.

For all of the gains made during the year, the Commission's back-office personnel largely continued to work from home. Commission employees began returning to office settings under a hybrid in-office/work-from-home schedule in the fourth quarters, but the agency had to revert to a predominantly work-from-home format due to the rapid spread of a highly contagious Omicron variant. The Commission now plans a "new normal" of all employees reporting to their respective worksites in mid-January 2022.



NOTICE



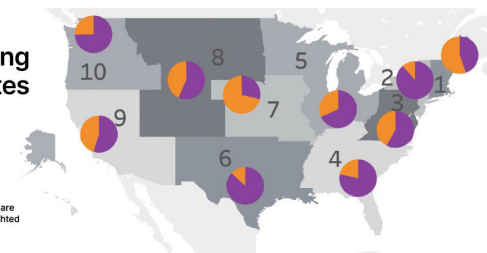
**ALL VISTORS, CONTRACTORS AND
CONSULTANTS ARE REQUIRED TO
WEAR A FACE MASK TO ENTER
THIS BUILDING**

COVID DATA TRACKER

Variants Circulating in the United States

● Delta
● Omicron

These data include Nowcast estimates, which are modeled projections that may differ from weighted estimates generated at later dates.



Find the latest data on
CDC's COVID Data Tracker

Regional proportions from specimens collected
the week ending December 25, 2021





Traffic Counts

Annual Average Daily Traffic*					
Toll Bridges	2017	2018	2019	2020	2021
Trenton-Morrisville Route 1	61,600	61,100	62,000	47,400	52,600
Scudder Falls Toll I-295**	-	-	20,800	30,300	34,300
New Hope-Lambertville Route 202	12,700	12,500	12,600	8,800	10,000
I-78	67,600	65,000	66,400	53,400	62,800
Easton-Phillipsburg Route 22	35,700	35,800	35,800	30,300	33,300
Portland-Columbia	7,700	7,600	7,800	6,400	6,800
Delaware Water Gap I-80	52,300	51,000	51,300	44,100	49,300
Milford-Montague Route 206	7,400	7,400	7,100	7,000	7,300
Total - Toll Bridges	245,000	240,400	263,800	227,700	256,400

Annual Average Daily Traffic*					
Toll-Supported Bridges	2017	2018	2019	2020	2021
Lower Trenton	15,300	15,000	15,500	14,200	16,100
Calhoun Street	16,500	15,900	15,400	13,200	15,200
Scudder Falls I-295***	58,700	52,700	26,500	—	—
Washington Crossing	6,000	6,000	7,300	5,600	6,400
New Hope-Lambertville	12,900	13,300	12,600	10,300	12,200
Centre Bridge-Stockton	4,600	4,600	5,000	4,500	4,300
Uhlerstown-Frenchtown	4,400	4,800	5,400	3,900	4,500
Upper Black Eddy-Milford	3,600	3,500	3,500	3,200	3,400
Riegelsville	3,300	3,200	3,200	2,800	3,100
Northampton Street	18,700	17,100	16,900	15,100	16,500
Riverton-Belvidere	5,000	4,900	5,100	4,500	4,800
Total - Toll Supported Bridges	149,000	141,000	116,400	77,300	86,500

Total Commission-Wide Annual Average Daily Traffic	394,000	381,400	380,200	305,000	342,900
Total Commission-Wide Yearly Traffic	143.8M	139.2M	138.7M	111.6M	125.2M

*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.

**Scudder Falls Toll Bridge's all-electronic tolling gantry went online 7/14/19 - Daily average 44,500 vehicles over ensuing 171 days of 2019.

***First span of replacement toll bridge opened to traffic in PA-bound direction only overnight July 9, 2019. Crossing operated without tolls 194 days in 2019 with daily average traffic of 49,900 vehicles during that period.

Statements of Net Position

Dec. 31, 2021 Dec. 31, 2020

ASSETS		
Current Assets		
Unrestricted Assets		
Cash and Cash Equivalents	\$15,068,263	\$35,129,379
Investments	75,887,962	109,463,429
EZPass, Pay by Plate and Violations Receivable (net of allowance for uncollectible of \$67,422,317 for 2021 and \$48,382,732 for 2020)	17,604,066	11,732,666
Other Receivables	53,049	232,010
Fiduciary Fund Receivable	1,177,806	905,308
Prepaid Expenses	384,182	274,230
Total Unrestricted Assets	110,175,328	157,737,022
Restricted Assets		
Cash and Cash Equivalents	25,021,326	22,973,369
Investments	118,183,152	118,851,934
Accrued Interest Receivable	470,055	693,817
Total Restricted Assets	143,674,533	142,519,120
Total Current Assets	253,849,861	300,256,142
Non-Current Assets		
Unrestricted Assets		
Investments	72,423,722	52,278,517
Total Unrestricted Assets	72,423,722	52,278,517
Restricted Assets		
Investments	10,603,587	15,486,192
Prepaid Bond Insurance	72,180	78,212
Net Other Post-Employment Benefits	11,392,864	-
Total Restricted Assets	22,068,631	15,564,404
Capital Assets		
Capital Assets Not Being Depreciated	168,492,875	349,437,947
Capital Assets Being Depreciated (Net of Accumulated Depreciation)	865,930,882	630,939,484
Total Capital Assets	1,034,423,757	980,377,431
Total Non-Current Assets	1,128,916,110	1,048,220,352
Total Assets	\$1,382,765,971	\$1,348,476,494

Dec. 31, 2021 Dec. 31, 2020

DEFERRED OUTFLOWS OF RESOURCES		
Deferred Loss on Refunding of Debt	\$17,312,621	\$20,175,104
Deferred Outflows - OPEB	5,166,029	8,066,214
Deferred Outflows - Pension	19,259,477	16,921,814
Total Deferred Outflows of Resources	\$41,738,127	\$45,163,132
LIABILITIES		
Current Liabilities Payable from Unrestricted Assets		
Accounts Payable and Accrued Expenses	\$21,946,257	\$15,567,486
Compensated Absences - Current Portion	155,371	155,708
Retainage Payable	11,640,065	21,592,122
Total Current Liabilities from Unrestricted Assets	33,741,693	37,315,316
Current Liabilities Payable from Restricted Assets		
Accrued Interest Payable on Bonds	15,901,378	16,302,112
Bridge System Revenue Bonds Payable - Current Portion	18,310,000	16,620,000
Total Current Liabilities Payable from Restricted Assets	34,211,378	32,922,112
Non-Current Liabilities		
Compensated Absences Payable	2,952,047	2,958,453
Bridge System Revenue Bonds Payable - Non Current Portion	716,653,905	742,244,071
Net OPEB Liability	-	532,055
Net Pension Liability	65,827,338	66,338,660
Total Non-Current Liabilities	785,433,290	812,073,239
Total Liabilities	\$853,386,361	\$882,310,667
Deferred Inflows of Resources		
Deferred Inflows-OPEB	\$34,345,159	\$31,954,651
Deferred Inflows-Pension	9,989,132	6,309,716
Total Deferred Inflows of Resources	\$44,334,291	\$38,264,367
NET POSITION		
Net Invested in Capital Assets	\$388,932,987	\$322,668,949
Restricted	81,647,551	76,331,011
Unrestricted	56,202,908	74,064,632
Total Net Position	\$526,783,446	\$473,064,592



TRENTON MAKES

THE WORLD TAKES

Lower Trenton Toll-Supported Bridge



Delaware River Joint Toll Bridge Commission

1199 WOODSIDE ROAD
YARDLEY, PA 19067

PHONE: 267-394-6700
CUSTOMER SERVICE: 800-363-0049

JOSEPH J. RESTA
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