



Delaware River Joint Toll Bridge Commission



2023 ANNUAL REPORT



Riegelsville Toll-Supported Bridge



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PHOTOGRAPHY/GRAPHICS CREDITS

A variety of photographic/graphic resources were used to publish this annual report. Contributors to this report included: Rose Violet; Mike Dejesso; Carol Feeley; James Gower; Vicki Dodson; Justin Bowers; Scott MacNeill; Matt Meeker; Joe Donnelly; Ed Savaria; Marion E. Warren; D.A. Howe Stores; Daniel Jackson; Commerce and Industry Association of New Jersey; ACEC/PA; Jodee Inscho; Lawrence Studio; Brandon Ballard; Michael Baker International; Joseph Jingoli & Son, Inc.

Front Cover: Mike Dejesso
(Northampton Street Toll-Supported Bridge and Easton-Phillipsburg (Route 22) Toll Bridge at night.)

Inside Front Cover: Rose Violet
Pages 2, 8-9, 34-35: Joe Donnelly

Pages 14-15: Marion E. Warren
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Inside Back Cover: Justin Bowers

Back Cover: Scott MacNeill
(New Hope-Lambertville Toll-Supported Bridge)

PENNSYLVANIA

DELAWARE RIVER JOINT

TOLL BRIDGE COMMISSION



TOLL BRIDGE COMMISSION

DELAWARE RIVER JOINT

NEW JERSEY

Executive Director's Message

When the states of New Jersey and Pennsylvania and the U.S. Congress established the Delaware River Joint Toll Bridge Commission between 1934 and 1935, tolls in the United States were collected strictly by men and women posted in drafty booths positioned next to traffic lanes.

This methodology was employed at the Commission's first toll bridge, which opened between Easton, PA. and Phillipsburg, N.J. in January 1938, and at six additional toll bridges constructed during the ensuing 51 years up and down the river.

As traffic volumes grew over the decades, the drawbacks of manual toll collections became readily apparent: longer queues of motorists waiting to pay tolls, increased pollution from idling vehicles in stop-and-go traffic, more accidents, and occasional confrontations between merging motorists at tolling points.

To provide a measure of relief, the Commission introduced automated token-collection machines in the 1970s. E-ZPass electronic toll collections began in late 2002 and highway-speed Express E-ZPass service was introduced at the high-volume I-78 and Delaware Water Gap (I-80) toll bridges in 2010 and 2011, respectively. In 2019, the Commission opened its first all-electronic toll-collection facility (E-ZPass and TOLL BY PLATE) at its newly constructed Scudder Falls (I-295) Toll Bridge.

Now comes the next step. In December 2023, we announced plans to eliminate manual cash collections at the Commission's entire network of toll bridges by January 2025 and convert each of our legacy E-ZPass/ cash tolling points to open-road all-electronic collections by 2032.

This conversion plan is made possible because of technological advances that would have been unfathomable during the Commission's formative years: E-ZPass, high-resolution video cameras, fiber-optic communications, computer processors, vehicle-axle counting loops embedded in concrete roadway surfaces, overhead vehicle-profile readers, and light-emitting-diode (LED) flash units -- to name just a few.

But in a way, every man and woman who ever served in a Commission toll booth also helped to make this future of cleaner, safer, more-efficient toll collections possible. Without their efforts, we wouldn't be in the financial position to pursue all-electronic toll collections in the first place. For that reason -- and with the support of our 10 Commissioners -- this annual report is dedicated in honor of all the men and women who served in Commission toll lanes over the past 85 years.



A handwritten signature in black ink that reads "Joe J. Resta". The signature is written in a cursive, flowing style.

Joe Resta
Executive Director



(Left to right): John D. Christy, Daniel H. Grace, Ismail A. Shahid, Pamela Janvey, Aladar G. Komjathy, Yuki Moore Laurenti, Garrett L. Van Vliet, Lori Ciesla, Michael B. Lavery.

Not pictured: Daniella De Leon



Commissioners

A board of 10 commissioners – five from each state – governs the Commission. The New Jersey members are nominated by the Governor and confirmed by the state senate for three-year terms. The Pennsylvania members are appointed by the Governor and serve at his pleasure. The Commissioners are not compensated for their service.

New Jersey

Aladar G. Komjathy, Chairman

Yuki Moore Laurenti, Treasurer

Lori Ciesla

Michael B. Lavery

Garrett Leonard Van Vliet

Pennsylvania

Pamela Janvey, Vice Chairwoman

Daniel H. Grace, Secretary

John D. Christy

Daniella De Leon

Ismail A. Shahid

About The Commission

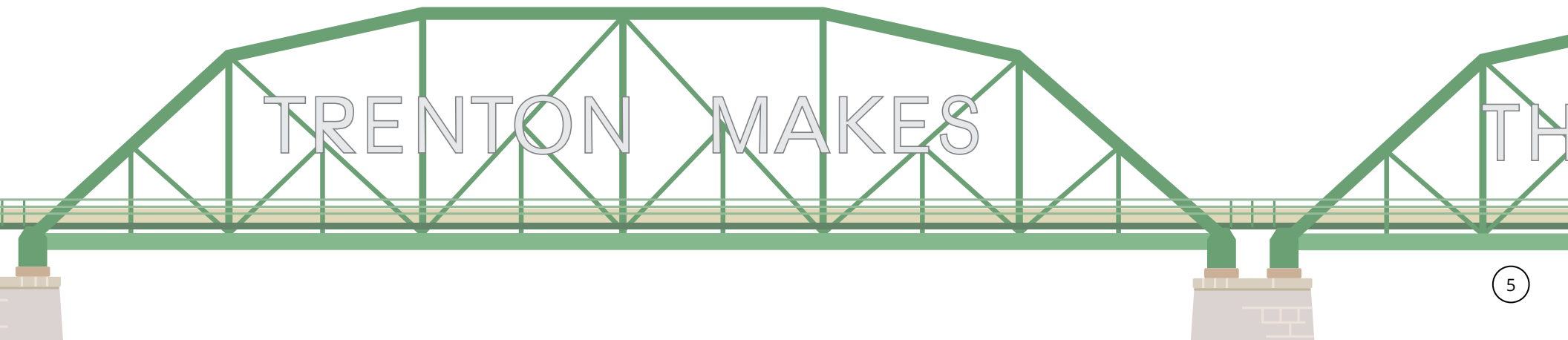
The Delaware River Joint Toll Bridge Commission is a bistate agency that owns and operates eight toll bridges and twelve toll-supported bridges – two of which are pedestrian-only crossings. The agency's assigned jurisdiction includes portions of five counties in New Jersey and four counties in Pennsylvania.

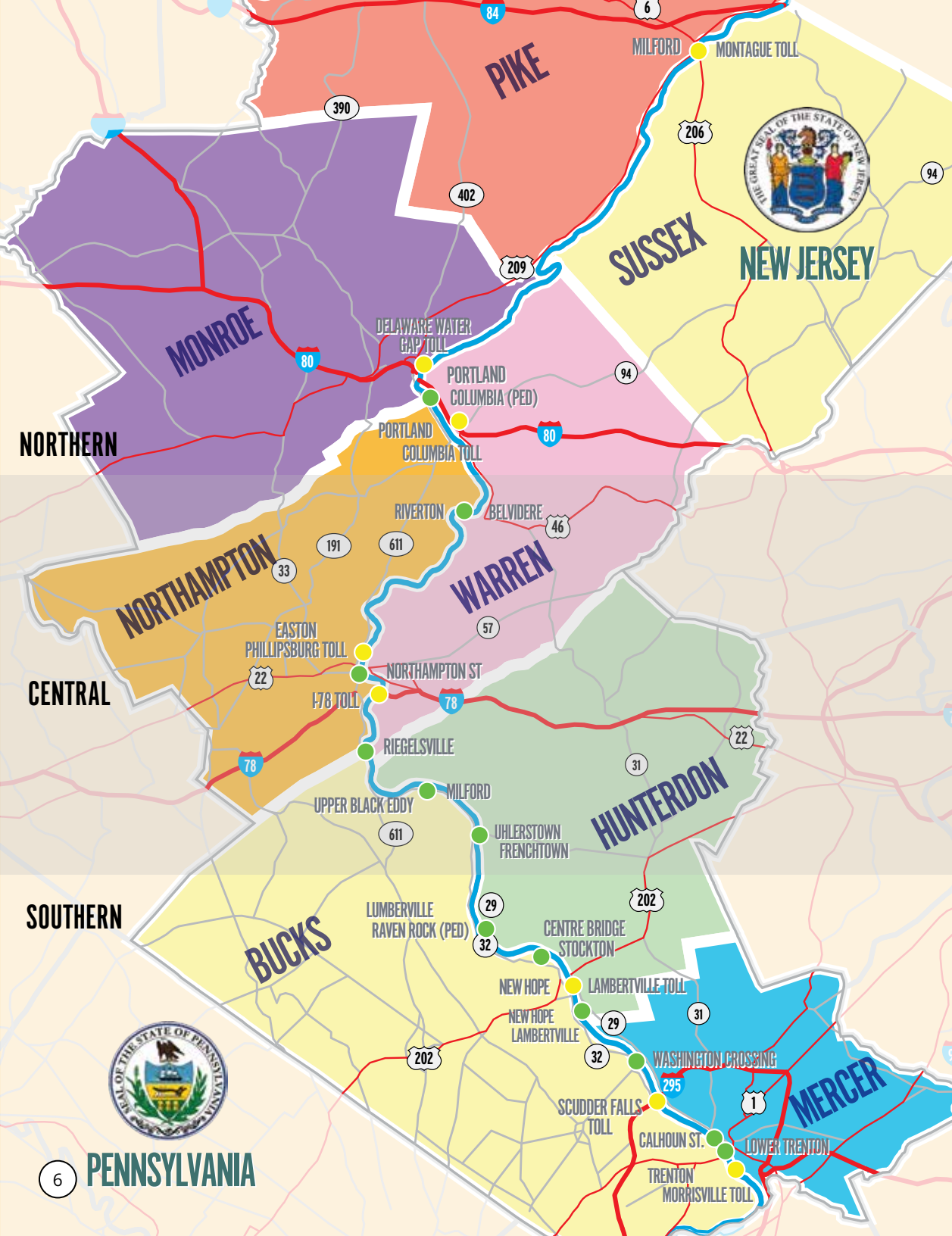
The service region has a population of more than 2 million people.

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 funds.

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. 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 360,300 vehicles per day in 2023. Total revenue in 2023 was \$194,380,434. The Commission's 2023 operating budget was \$88.8 million. The agency had roughly 370 full-time employees.





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

Mark J. Murranko
Deputy Executive Director of Operations

Kevin M. Skeels, P.E.
Chief Engineer

Arnold J. Conoline, Jr.
Chief Administrative Officer

Joseph F. Donnelly, Jr.
Deputy Executive Director of Communications

Qiyan (Tracy) Zhao
Chief Financial Officer

Charmaine Kent-Graves
Comptroller

Steven Burke, P.E.
Assistant Chief Engineer

Jodee Inscho
Director of Community Affairs

Christine Baker
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 & Fleet Operations

Lendell Jones
Senior Director of Maintenance & Fleet Operations

Matthew M. Hartigan
Senior Director of Public Safety & Bridge Security

J. Eric Freeman
Director of Toll-Supported Bridge, Control Center, and Electronic Security & Surveillance Operations

Philip Abate
Director of Purchasing

Michele Gara
Director of Toll Operations

John Mills
Senior Director of Training & Employee Safety

Jack Baum
Director of Training

William Hauck
Director of Workplace Safety



Cashless Tolling Conversion



LANE
CLOSED

CASH
EzPass

CASH
EzPass

CASH
EzPass

4

3

2

STOP

STOP

Triton
Logistics

TL53452

Triton
Logistics

n



Commission Unveils Plan for System-Wide Conversion to Cashless Toll Collections

Three-Step Process Involves Expansion of TOLL BY PLATE Payment Option, Elimination of Cash Collections by 2025, and Removal of All Toll Booths by 2032

The Commission is going cashless.

In December, the Commission announced plans to convert its entire network of toll bridges to highway-speed all-electronic toll (AET) collections over the next eight years. When the three-step conversion process is fully completed, the Commission will join the ranks of a growing number of toll agencies that have stopped accepting cash payments at inefficient, pollution-prone, and safety-challenged conventional toll booths.

The toll-collection conversion process will involve the Commission's seven toll bridges that accept E-ZPass and cash payments. The Commission's newest river crossing – the Scudder Falls Toll Bridge – has been an all-electronic tolling point since its first completed span opened to traffic in the Pennsylvania-bound direction in July 2019.

The transition to cashless collections is expected to be carried out in three phases:

- Phase 1 – “soft conversion” – Commission will introduce TOLL BY PLATE service at its seven legacy toll bridges that previously accepted only cash or E-ZPass.
- Phase 2 – “AET in place” – Cash collections will be phased out at the agency's seven E-ZPass/cash toll bridges, leaving motorists with only E-ZPass and TOLL BY PLATE payment options.
- Phase 3 – “hard conversion” – New highway-speed all-electronic toll gantries will be installed at the seven legacy toll bridges and the old toll-booth structures will be removed.

The Commission expects to phase in TOLL BY PLATE functionality as a third toll-payment option at the seven conventional E-ZPass/cash tolling points in January 2024. The low-volume New Hope-Lambertville (Route 202) Toll Bridge is slated to be the first location where TOLL BY PLATE billing will be offered. TOLL BY PLATE functionality will be extended a week later to the remaining toll bridges: Trenton-Morrisville (Route 1); I-78; Easton-Phillipsburg (Route 202); Portland-Columbia (Routes 611, 46, and 94); Delaware Water Gap (I-80); and Milford-Montague (Route 206).

These locations have “barrier” toll plazas where E-ZPass is accepted in all lanes and where toll collectors in designated booths accept cash and make change. Two bridges – I-78 and Delaware Water Gap (I-80) – already have adjoining Express E-ZPass gantries where E-ZPass-equipped motorists can pay tolls while moving at highway speeds.

The Commission plans to issue additional press releases and establish a new webpage on its website to explain the TOLL BY PLATE payment/billing option. Signage changes at the toll plazas will be made prior to ending cash collection. In-lane handouts and an instructional video are being discussed.



Cashless Tolling Is Trending Nationally, Globally

The Commission is joining an expanding list of toll agencies across the country and around the world that have eliminated or are in the process of eliminating cash collections.

Cashless tolling has been shown to promote operational efficiency, reduce accidents and congestion at tolling points, improve safety, and mitigate environmental impacts such as exhaust and pollution from queuing cars and trucks in toll-booth lanes.

The Pennsylvania Turnpike, New York Thruway, South Jersey Transportation Authority (Atlantic City Expressway) and the Port Authority of New York and New Jersey (George Washington Bridge and Lincoln Tunnel) are among agencies that have made – or are making – the switch.

The Bridge Commission's monthly E-ZPass penetration tables for 2023 show electronic tolling was used in slightly more than 89 percent of toll transactions. Since 2020, cash collections have dropped nearly 50 percent.

The trendline for E-ZPass usage continues to climb. This should help to ease the Commission's transition to cashless collections in the coming years.



Next Steps toward Cashless All-Electronic Tolling

After a roughly five-month introduction of system-wide TOLL BY PLATE billing, the Commission's toll-collection conversion process will advance to a second phase called "AET in-place." This is expected to occur in June 2024, when the agency's three lowest-volume toll bridges – New Hope-Lambertville, Portland-Columbia, and Milford-Montague – will cease cash collections and handle solely all-electronic E-ZPass and TOLL BY PLATE transactions. A firm implementation date will be announced in spring 2024.

Cashless AET collections are projected to be implemented by January 2025 at the Commission's four remaining higher-volume toll bridges: Trenton-Morrisville, I-78, Easton-Phillipsburg, and Delaware Water Gap. A firm date for this conversion won't be determined until late 2024.

The third "hard conversion" phase will begin in 2025. This will involve removal of existing barrier toll plazas and the design and construction of highway-speed all-electronic tolling gantries at each of these locations. The design work of this "hard-conversion" process is expected to begin in 2024 and the first bridge to be outfitted with a cashless gantry would be the New Hope-Lambertville (Route 202) Toll Bridge sometime in 2025.

The current plan calls for the remaining six toll bridges to undergo hard conversions one year at a time until the entire process of removing barrier toll plazas and installing highway-speed electronic gantries is completed by 2032.



Capital Costs

The conversion process will be carried out under the Commission's rolling capital improvement program, which is funded by the tolls collected at the Commission's eight tolled river crossings.

The "soft conversion" costs, which involve roadway and toll plaza signage changes and a corresponding establishment of regional walk-in centers for E-ZPass and TOLL BY PLATE payments, are estimated to be \$4.9 million. The later "hard conversion" costs for removing existing toll plazas and constructing cashless AET gantries are estimated to be \$69.7 million.



Organizational Changes Anticipate Future Cashless Toll Conversion

Commissioners authorized a series of reorganizational measures in May to hasten an anticipated switch to system-wide cashless toll collections by January 2025.

Recognizing the inevitable obsolescence of the Commission's legacy cash-toll-collections organizational structure, a series of changes were made during the year to shift Toll Operations functions and personnel to the agency's Public Safety and Bridge Security Division. The realignment involved reclassifications, promotions, and appointments to new positions. Deputy Executive Director of Operations Mark Murranko and Human Resources Director Joanna Cruz facilitated the restructuring

On paper, the changes resulted in a revised Operations Department organizational chart. But as a matter of practicality, the changes put the Commission in a better operational position as it transitions away from inefficient human-assisted cash collections in antiquated toll booths and toward safer, cost-effective all-electronic collection methods in unimpeded highway lanes. Reassignments of toll personnel also promise to help strengthen the Commission's ability to patrol its bridges, protect the public, and carry out incident responses.



70th Anniversaries



70-Year Anniversaries of Three 1953 Northern Region Toll Bridge Openings Underscore Continuing Economic and Commuting Significance

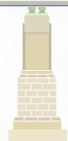
The 70th anniversaries of three Northern Region toll bridges in December 2023 underscored the continuing economic and commuting significance of those spans to the Pocono Mountains resorts area in Pennsylvania and nearby communities in northwest New Jersey. The anniversary of the Delaware Water Gap (I-80) Toll Bridge's opening also punctuated that structure's continuing strategic significance as a major overland freight route in the Northeast.

So, let's travel back in time to 1953 and take a glimpse at that year's major news events, the three bridge openings during the nation's post-World War II highway building era, and the ensuing growth of traffic volumes over the years at these three facilities.

It had already been an eventful 1953 when the three new bridges had their December ceremonial openings in quick succession: Portland-Columbia on Dec. 1, Delaware Water Gap on Dec. 16, and Milford-Montague on Dec. 30.

Queen Elizabeth II ascended to the throne in February, starting a nearly 71-year-long reign that ended in September 2022. Edmund Hillary and Tenzing Norgay became the first people to successfully reach Mount Everest's summit in May. The three-year-long Korean War ended with a July armistice signing. The Soviet Union's successful hydrogen bomb test in August 1953 exacerbated world-wide fears of a nuclear war. And in the United States, the first significant economic downturn since the Great Depression took root as Korean War spending and manufacturing dropped precipitously during the year.

It was against this backdrop that the Bridge Commission opened its new "super-highway" steel and concrete bridges. The three toll bridges opened in the following order:



Portland-Columbia Toll Bridge

Dedicated and opened: Dec. 1, 1953. This was the third of the Commission's eight toll bridges to be constructed.



Original construction cost: \$4,118,000

Construction started: October 1951

Bridge info: 10-span steel-girder superstructure, 1,309-feet long. Piers and abutments are reinforced concrete with partially granite facings. Roadway has single 14-foot-six-inch lanes in each direction. The structure's height is 65 feet above normal water level.

PA abutment location: Portland Borough, PA.

NJ abutment location: Columbia section of Knowlton Township, N.J.

Roadway connections: Shortly after opening, the bridge carried a newly aligned U.S. 611 between Pennsylvania and New Jersey; ramps on the Pennsylvania side connected with U.S. 611A, which was the former U.S. 611 segment between Portland and Delaware Water Gap. The U.S. 611 designation was moved to New Jersey upon the Dec. 16, 1953 opening of the Delaware Water Gap Toll Bridge, as a new concrete-divided "superhighway" between the Portland-Columbia and Delaware Water Gap bridges then carried U.S. 611. The highway returned to its old alignments after crossing the new bridges back into Pennsylvania. The U.S. 611 segment in New Jersey was short-lived. It was re-signed as I-80 after that interstate highway's first Pennsylvania segment (exit 308 to 310) opened in 1960. New Jersey's last I-80 segment – a four-mile section immediately to the east in Knowlton and Blairstown townships -- opened Nov. 8, 1974. The Portland-Columbia Toll Bridge now connects PA Route 611 in Pennsylvania (formerly U.S. 611 A) with U.S. 46 and NJ Route 94 in New Jersey.

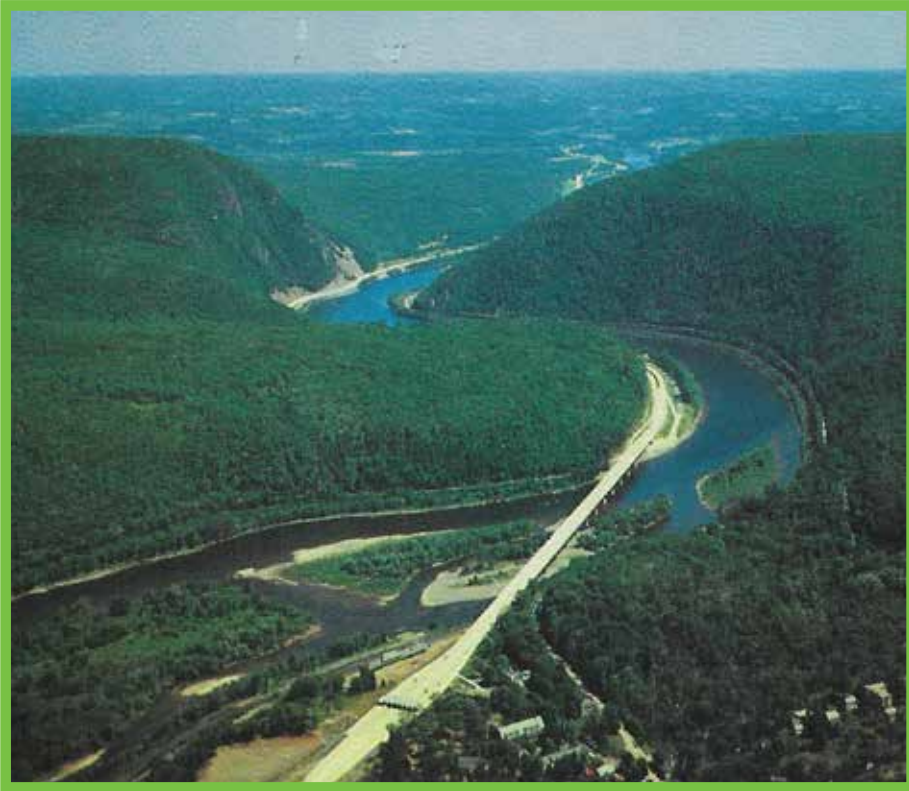
Toll plaza: The original toll plaza on the Pennsylvania approach had three booths and four lanes. Automatic token and coin collection machines were introduced in 1971. Tolls were collected in both directions until 1989, when the facility was converted to one-way toll collection in the PA-bound direction. The facility now has three toll collection lanes. All lanes accept E-ZPass. At all times, a minimum of one toll booth is occupied by a toll collector to process cash payments. This is now the oldest toll plaza structure in the Commission's system.

First full year of traffic (1954): 713,546 vehicles; 1,955 annual average daily traffic (AADT)

2023 traffic: 2,884,953 vehicles; 7,904 AADT

Speed limit: 35 MPH

Last rehabilitation: 2015



Delaware Water Gap Toll Bridge

Dedicated and opened: Dec. 16, 1953. This was the fourth of the Commission's eight toll bridges to be constructed. It is the Commission's longest bridge.

Original construction cost: \$7,855,000

Construction started: October 1951

Bridge info: Dual parallel 16-span riveted steel multi-girder structures, each approximately 2,465-feet long. The upstream structure carries traffic in the westbound (PA-bound) direction. The downstream structure carries traffic in the eastbound (NJ-bound) direction. The downstream structure also has a five-foot-wide walkway, which is the Appalachian Trail connection between New Jersey and Pennsylvania. The bridge's supporting piers and abutments are reinforced concrete with granite facings. Piers are circular columns with a taper into the river flow and cantilevered caps. Piers in the riverbed are supported on steel pilings. Other piers, the abutments, and curtain walls of cellular spans are supported on concrete bed footings. The bridge's roadways are 59 feet above normal water level.

Commission Releases Previously Unreleased Silent Film Footage To Mark Three Northern Region Toll Bridge Anniversaries

The Commission marked the 70th anniversaries of the Portland-Columbia, Delaware Water Gap, and Milford-Montague toll bridges by releasing long-forgotten film footage of their respective December 1953 opening ceremonies.

The 31 minutes of silent, color footage had been discovered in a storage room at the Commission's former administration building in Morrisville, PA. The film was digitized and uploaded to the Commission's YouTube channel and posted for public viewing in late November. The link is: https://www.youtube.com/watch?v=p2EduQwMC_g.

The movie reel includes aerial and panoramic views of the newly completed bridges and nearby areas; the bridges' original dual-direction toll plazas and approach roadways; processions of inaugural vehicle crossings; and celebratory dinners for two of the bridge openings. The footage also shows the river's last wooden covered bridge being shut down to vehicular traffic between Portland, PA. and Columbia, N.J. prior to the opening of the new toll bridge a short distance downstream.

The movie was produced by Lawrence Studio, a photography business that formerly operated in Stroudsburg, PA. The movie is divided up to provide approximately 10 minutes of footage on each new bridge location.

PA abutment location: Borough of Delaware Water Gap, PA.

NJ abutment location: Hardwick Township, N.J. (Pahaquarry Township was the original name of the New Jersey abutment's location. Pahaquarry was dissolved in 1997 and folded into adjoining Hardwick Township.)

Roadway connections: The bridge originally carried U.S. 611 between Pennsylvania and New Jersey. This roadway designation was changed to I-80 when Pennsylvania completed its first I-80 segment – from Exit 308 to 310 – in 1960. The New Jersey approach segment also was changed from U.S. 611 to I-80 at this time.

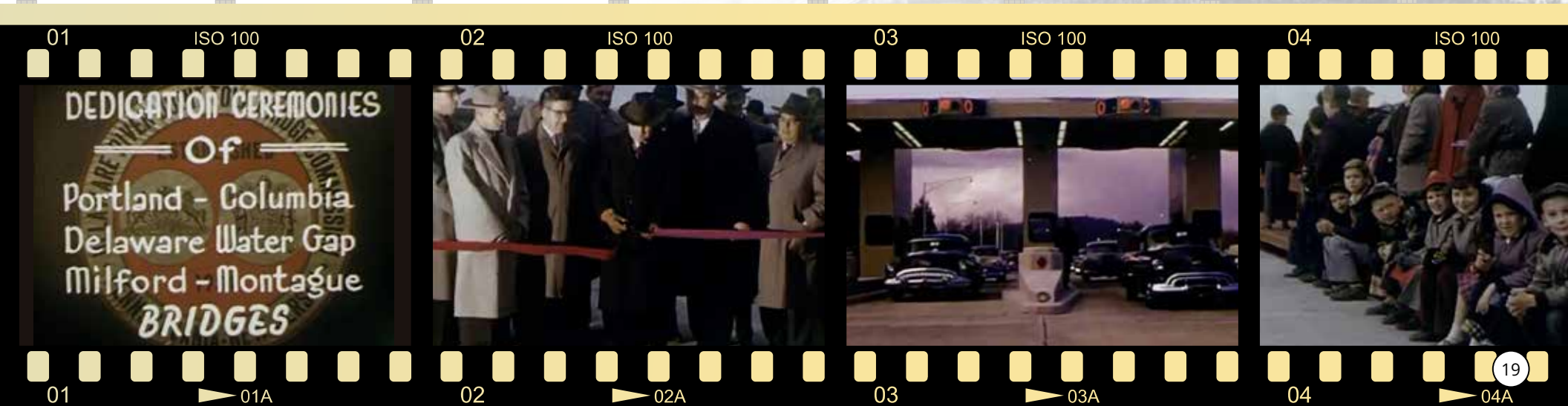
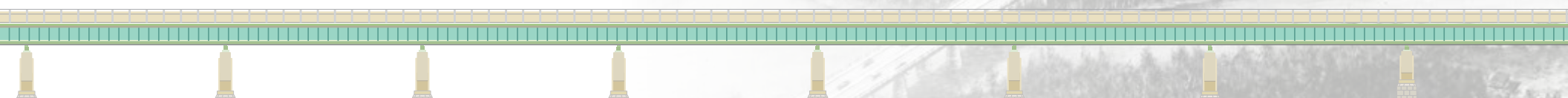
Toll plaza: The original toll plaza on the Pennsylvania side had eight toll booths and 10 lanes. Automatic token and coin collection machines were introduced in 1971. Tolls were collected in both directions until 1989, when the facility was converted to one-way toll collection in the PA-bound direction. The facility now has five toll booths and an adjoining single-lane Express E-ZPass/Open Road Tolling facility. At all times, a minimum single toll booth is occupied by a toll collector to process cash payments.

First full year of traffic (1954): 2,185,721 vehicles; 5,988 AADT

2023 traffic: 18,406,802 vehicles; 50,429 AADT

Speed limit: 50 MPH

Last rehabilitation: 2011





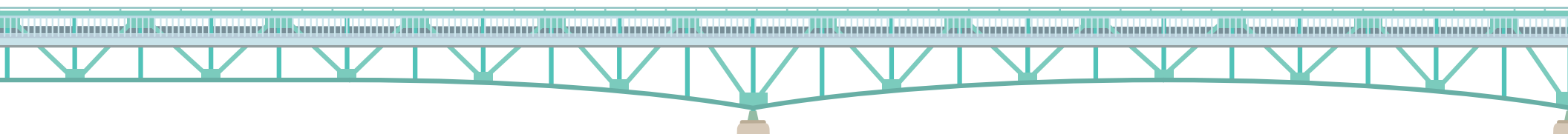
Milford-Montague Toll Bridge

Dedicated and opened: Dec. 30, 1953. This was the fifth of the Commission's eight toll bridges to be constructed. This is the Commission's highest bridge – both above sea level and the river's normal water level. Its height was determined in anticipation of a reservoir that would have resulted from the controversial Tocks Island Dam downstream; but the dam never was built. This is the Commission's northernmost bridge. It also is the Commission's only deck-truss bridge.

Original construction cost: \$2,547,000

Construction started: January 1952

Bridge info: Four-span continuous steel deck-truss superstructure, approximately 1,150 feet long. The structure carries single lanes of traffic in each direction. A four-foot-wide galvanized-steel-plate walkway with an aluminum railing is cantilevered off the bridge's upstream truss; this pedestrian facility was added in 1982. Bridge abutments are reinforced concrete with spread footings. Piers are granite-faced reinforced concrete. Two piers rest on steel and concrete caissons extended to bedrock. One pier is founded on bedrock. The bridge roadway is 106 feet above normal high water. If the Tocks Island Dam had been built, the water level would have been 58 feet higher.



The following individuals – all now deceased -- have been identified so far in the movie:

- PA Governor John S. Fine, who served from 1951 to 1955.
- NJ Governor Alfred E. Driscoll; who served from 1947 to 1954.
- Fred Waring, a bandleader with namesake radio and television shows who eventually acquired the former Buckwood Inn in Shawnee on the Delaware, PA., changing it to The Shawnee Inn.
- Former DRJTBC chairman Alexander R. Miller of Easton, PA. who was dismissed from the Commission in April 1955 by PA Governor George Michael Leader. Leader took office in January 1955.
- Former DRJTBC vice-chairman Henry T. Shelley of Milford, N.J., a retired civil engineer who once served as Philadelphia's city engineer and who served four terms as Milford's mayor.
- A young William Johnson, later a DRJTBC executive director, seen checking the invitation lists for the Delaware Water Gap Toll Bridge's dinner at the Penn Stroud Hotel's ballroom in Stroudsburg, PA. Johnson unceremoniously resigned from the Commission in March 1976.
- Charles Newbaker, the long-time caretaker/guard at the former wooden covered bridge at Portland-Columbia – seen riding in a ceremonial horse-drawn wagon across that bridge.

PA abutment location: Dingman Township, PA.

NJ abutment location: Montague Township, N.J.

Roadway connections: Since its opening, the bridge has carried U.S. 206 between New Jersey and Pennsylvania, where it connects with U.S. 209. U.S. 6, also called the Grand Army of the Republic Highway, is roughly a mile north in Milford Borough, PA.

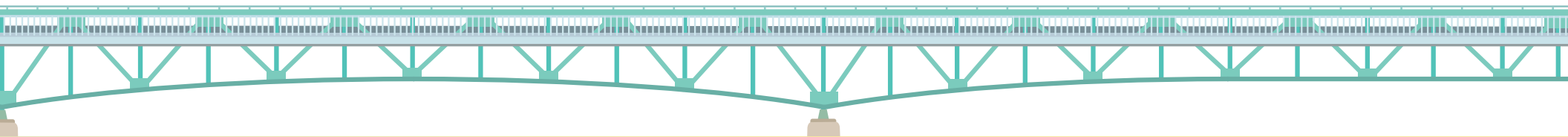
Toll plaza: The original toll plaza had six toll booths and tolls were collected in both directions. Automatic token and coin collection machines were introduced in 1971. One-way toll collections were instituted in 1992. The current toll plaza was installed as part of a 2008-2009 rehabilitation project. It has three lanes and two toll booths. At all times, a minimum single toll booth is occupied by a toll collector to process cash payments.

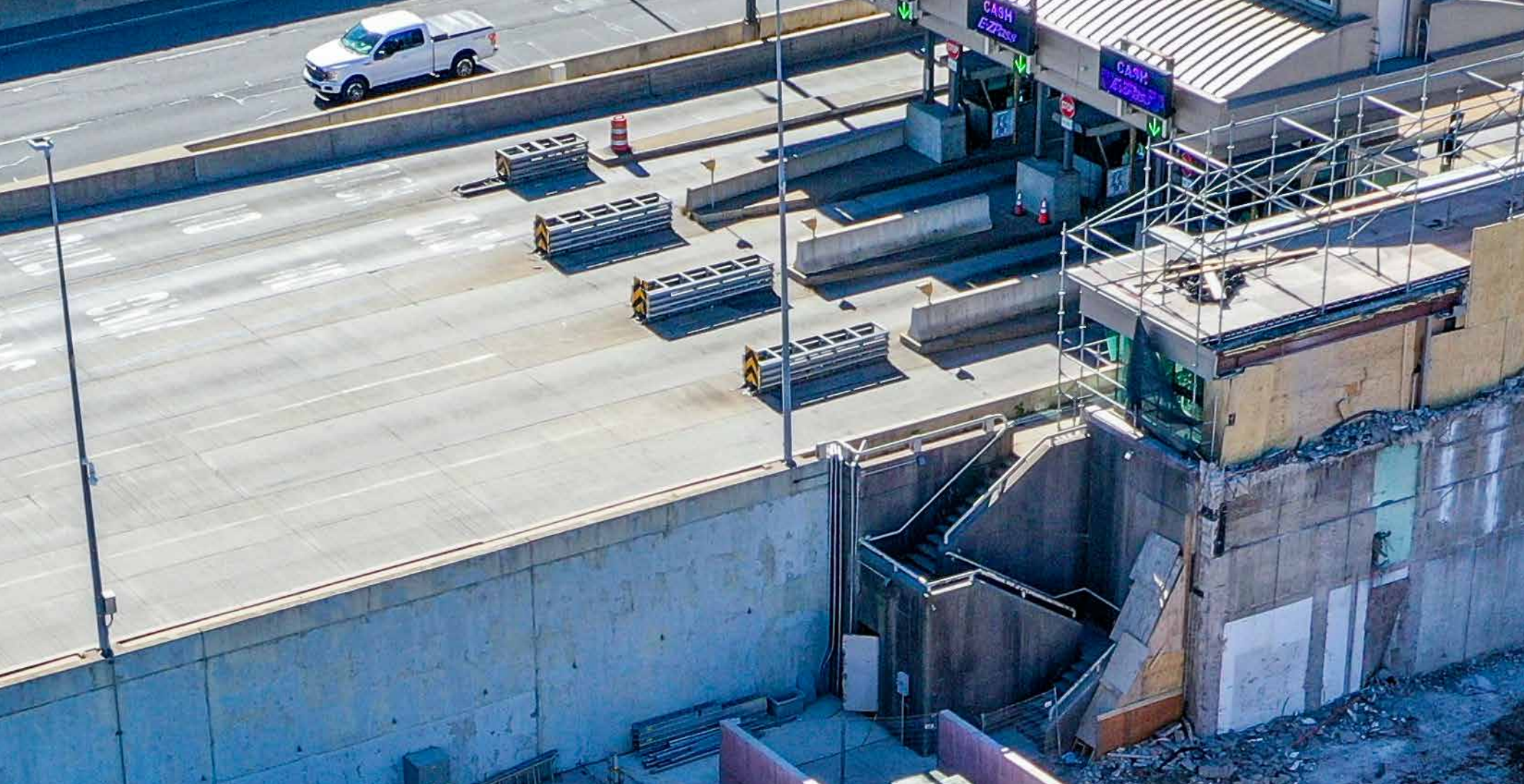
First full year of traffic (1954): 585,412 vehicles; 1,604 AADT

2023 traffic: 2,545,934 vehicles; 6,975 AADT

Speed limit: 40 MPH

Last rehabilitation: 2009





Projects





Northampton Street Bridge Rehabilitation Stands Out in Lights

The 127-year-old Northampton Street Toll-Supported Bridge is once again a sight to behold.

A multi-year rehabilitation of the unique cantilever-truss bridge reached completion in late 2023 following the installation and activation of a programmable color-changing LED lighting system that highlights the structure's architectural profile between Easton, PA. and Phillipsburg, N.J.

The Commission marked the lighting system's completion with a spirited November 9 bridge rededication ceremony that included speeches, music by a New Orleans-style brass band, and a countdown led by former world-heavyweight boxing champion Larry "the Easton Assassin" Holmes.

The bridge's rehabilitation work had been anticipated to be completed in spring 2023. Much of the project was completed as anticipated, allowing all around-the-clock lane closures at the bridge to be lifted in early November 2022.



Music, Speeches, Countdown Herald Inaugural Lighting Of Northampton Street Toll-Supported Bridge

The completion of the Northampton Street Bridge's rehabilitation was commemorated on a crisp, clear November evening with music, speeches, and a countdown leading to the inaugural illumination of the iconic span's newly installed programmable color-changing-LED architectural lighting system.

The event included Easton Mayor Sal Panto, Phillipsburg Mayor Todd Tersigni, Secretary of Pennsylvania Department of Transportation Michael Carroll, DRJTBC Chairman Aladar G. Komjathy, and DRJTBC Executive Director Joe Resta. The Pledge of Allegiance was led by Gloria Decker, a former crusading woman in New Jersey governmental circles and the first person to serve as Phillipsburg mayor under its current form of government. Stephen Kurtz, P.E., associate professor of civil and environmental engineering at Lafayette College in Easton, spoke about the bridge's uniqueness and how the structure was designed by former Lafayette engineering professor James Madison Porter III nearly 130 years ago.



However, lingering supply-chain issues stemming from the 2020 COVID-19 pandemic extended the bridge's architectural lighting system work into fall 2023. The culprit was a series of specialized electrical components that had to be manufactured by a Canadian company and then shipped to the project through U.S. Customs. Project construction was demobilized early in 2023 due to this supply chain issue.

Electrical components needed to complete the lighting system were finally delivered in September 2023. This enabled the project's lighting subcontractor to remobilize at the bridge for purposes of completing the architectural lighting system and then testing and troubleshooting it. A series of temporary single-lane closures were used for this work from September to November, but single travel lanes in each direction were always maintained at the three-lane bridge.



The inaugural lighting of the bridge featured local boxing legend Larry Holmes, the former world heavyweight champion known as the “Easton Assassin.” After he led the crowd with a boxing-oriented countdown, the bridge’s multi-colored lighting system was set aglow, and the free-spirited Big Easy Easton Brass led attendees on a funky New Orleans-styled march across the illuminated structure’s new walkway.

“It’s always a logistical challenge when we rehabilitate the antique weight-restricted bridges that date from the late 19th century to the early 20th century,” said Resta. “That especially was the case with this bridge, which links two of the most heavily populated communities in the Commission’s bi-state service jurisdiction.”

To advance the lighting system's official unveiling, the Commission established a specific webpage the public can use to learn about the bridge's architectural lights and file requests for special lighting displays. The webpage's address is: www.drjtbc.org/bridge-info/northampton-street-bridge-lighting.

The Northampton Street Bridge is the first Commission river crossing to be completely outfitted with LED lights. (Note: The Commission's Lower Trenton Toll-Supported Bridge also has LED display lighting, but that system is confined to the famous illuminated "Trenton Makes The World Takes" sign attached to two of the bridge's five spans.)

Organizations interested in requesting special lighting displays should file at least 30 days in advance. Special programs would run from 30 minutes before sunset until 11 p.m., at which point the bridge lights would switch to a traditional white default setting until dawn. The bridge's white default display may be adjusted to blue/yellow for the people of war-torn Ukraine or blue/white in support of Israel.

The lighting system will not be adjusted for personal events, birthdays, anniversaries, or other personal occasions. Major civic events and historic federal, state, and local anniversaries will be considered. All requested temporary adjustments to the lighting system must be in keeping with Commission values and conform to Commission standards of appropriateness and good taste. Lighting and animation decisions are at the DRJTBC's sole discretion.



Northampton Street Bridge's Ties To Budapest's Liberty Bridge Commemorated for Hungarian, U.S. Officials

There is only one other river crossing in the world quite like the Northampton Street Bridge: the elegant and graceful Liberty Bridge in Budapest, Hungary.

DRJTBC Chairman Aladar G. Komjathy, a Hungarian-American who works as a lobbyist for a variety of international firms, highlighted that structural kinship during a trip to Budapest in 2023. As part of that excursion, he presented Hungarian and U.S. Embassy officials with framed aerial photographs of the Commission's Northampton Street Bridge.

The description card on the gifts read as follows:

Northampton Street Bridge - 2023

The Northampton Street Bridge (pictured above) links the communities of Easton, PA. and Phillipsburg, N.J. in the United States. This bridge is heralded as a "unique, incredible blend of engineering and artistry that is unlike any other bridge in the country (USA)." Although the bridge looks like an eye-bar-suspension structure, it is really a cantilever truss bridge. The only comparable bridge in the world is the heavier and longer Liberty Bridge (originally the Franz Joseph Bridge) in Budapest, Hungary. The Liberty Bridge was constructed between 1894 and 1896 for the Millennium World Exhibition of 1896. It was built according to plans resulting from an 1893 design competition won by a Hungarian engineer named János Feketaházy. The Northampton Street Bridge was constructed between 1895 and 1896 for the former Easton Delaware Bridge Company. The distinguished Lafayette College engineer James Madison Porter III designed the bridge in 1894. It is possible that Porter was allowed to view Mr. Feketaházy's bridge plans during a European trip. Both Porter and Feketaházy apparently shared an affinity for cantilever bridge designs. While it's unclear if the two men ever met, their two bridges on opposite sides of world are a testament to the enduring friendship and mutual appreciation between the people of Hungary and the United States.

Gift of Aladar G. Komjathy, chairman of the Delaware River Joint Toll Bridge Commission, which has owned and maintained the Northampton Street Bridge since July 1, 1987.



Southern Region Support Facilities' Construction/Site-Clearing Achieves Significant Progress During 2023

Construction of an entirely new maintenance campus in Langhorne, PA, progressed to the point that Commission personnel undertook occupancy of the sprawling facility during November 2023.

The Commission purchased four contiguous former light-industrial tracts in the Langhorne section of Middletown Township in Bucks County in late 2018 and early 2019 for the purpose of constructing a modern-day maintenance facility that would serve the agency's service region, notably the dual-span Scudder Falls (I-295) Toll Bridge completed in 2022.

The site has been completely transformed. The centerpiece structure is a 45,000-square-foot vehicle-storage/maintenance building. It is flanked by a 5,000-ton-capacity salt-storage building with adjoining brine-mixing facility and ice-melting magnesium-chloride storage tanks; a fueling island with gasoline and diesel pumps; and outdoor parking spaces for employees, trucks, and equipment.

A litany of construction tasks were performed during the year to bring the site online including but not limited to: concrete pouring; installation of radiant heating floor systems; building-envelope waterproofing; electrical, mechanical, and plumbing work; painting; perimeter fencing erection with electronic gate openings at Woodbourne and Big Oak roads; window glazing; domestic public water and sanitary sewer service; installation of vehicle lifts, shop equipment and security system devices; application of climate-sensitive finishes and flooring; landscaping; activation of electrical power and telecommunications with service providers; and paving.

Final inspection, development of punch-list items, commencement of salt operation and building occupancy occurred in November. Close out of this site construction is expected in 2024.



The Langhorne facility is the core element of a multi-phase and multi-location Commission undertaking called the Southern Operations & Maintenance Facilities Improvements Project. Another aspect of this broad project – a sweeping overhaul of the Commission's former base of operations in Morrisville, PA. – also made significant strides forward during 2023. This work included:

- Sourcing and installing temporary electrical equipment in a one-story demarcation building that was constructed in 2022.
- Relocating into the demarcation building an assortment of mission-critical infrastructure and utilities from the site's former four-story Truman-era administration building.
- Outfitting the demarcation building with diverse telecommunication, electrical, and gas service lines.
- Obtaining temporary office trailers for toll personnel at the adjoining Trenton-Morrisville (Route 1) Toll Bridge and outfitting those trailers with utilities, security devices, and furniture.
- Relocating toll personnel to the trailers with a corresponding total shutdown of the old administration building on May 23 for subsequent asbestos abatement and demolition, which was completed October 27.
- Initiating removal of contents from a nearby maintenance garage that is slated to undergo demolition in early 2024.

These site-preparation measures at Morrisville are the latest steps toward transforming this site into a modernized facility with a 16,000-square-foot two-story office building and a new 8,900-square-foot vehicle storage/maintenance building. The new office building will house Trenton-Morrisville Toll Bridge staff and various security and traffic-incident management personnel. The new vehicle-storage/maintenance building will service the toll bridge and other Trenton-area bridges. The construction of these buildings is expected to reach completion in 2025.



Before



After

Plans Underway for 2024 Rehabilitation/Security Camera Project in Commission's Sprawling I-78 Service Jurisdiction

The Commission is moving to improve the driving and security conditions along one of the most geologically infirm sections of interstate highway in the northeastern United States.

The upcoming I-78 Toll Bridge New Jersey Roadway Rehabilitation and Power & Communication Infrastructure Improvements Project is on track to be carried out in 2024. The bulk of anticipated work is expected to be concentrated along both directions of the 4.2-mile-long I-78 highway segment the Commission controls and maintains on the New Jersey side of the I-78 Toll Bridge. The envisioned project also is expected to improve and expand the Commission's security camera network along I-78 in New Jersey and Pennsylvania and at the I-78 Toll Bridge.

An engineering services contract to design the project was awarded in May to Arora and Associates P.C. Lawrenceville, N.J. Ideally, the ensuing construction project can begin in spring 2024 and reach completion before 2025.

The project was advanced based on recommendations from inspection and maintenance reports. The undertaking is expected to include milling and repaving of the New Jersey approach roadway, installing shoulder rumble strips and raised pavement markings, restriping of highway surfaces on the toll bridge and its New Jersey and Pennsylvania approaches, and cleaning and sealing of all bridge decks in the Commission's I-78 service jurisdiction.

The upcoming project also is expected to involve an extensive overhaul of the Commission's Electronic Surveillance/Detection System's cameras on the I-78 Toll Bridge and its New Jersey and Pennsylvania I-78 approaches. (The Commission also is responsible for 2.25 miles of I-78 on the toll bridge's Pennsylvania side.) The wireless communications network and solar power systems within the Commission's entire I-78 service jurisdiction are expected to be upgraded. The plan is to remove the current camera system and associated operating infrastructure. Ensuing replacement will involve installations of new poles, conduit, wiring, cameras, and integration. Several new camera locations will be added to enhance the security and emergency/storm response capabilities at the toll bridge and its highway approaches.

The design consultant also was tasked with considering alternative pavement designs that are more resistant to pavement deterioration caused by the heavy truck traffic. Truck traffic on the I-78 Toll Bridge accounts for approximately 30 percent of vehicular toll traffic at that location. To put that figure in perspective, the Commission-wide average of tolled truck traffic is 16 percent.

The goal of the project is to rehabilitate and reconstruct the pavement so that major repairs and rehabilitation will not be necessary for 15 years. The New Jersey roadway segment was last rehabilitated between 2007 and 2009.

The Commission's New Jersey I-78 highway segment ranks as the agency's most geologically challenging to maintain. Large sections of the New Jersey approach traverse a karst limestone terrain that is prone to sink holes and other instances of subsidence. The combination of heavy traffic volumes and unsound topography causes cracking and shifting of the Commission's New Jersey I-78 approach segment.

The Commission's I-78 Toll Bridge crosses the Delaware River between Williams Township in Northampton County, PA. and the Town of Phillipsburg in Warren County, N.J., about two miles south of the confluence of the Lehigh and Delaware Rivers at Easton. The structure opened to traffic in 1989 and now ranks as the Commission's most heavily used river crossing with an average daily traffic count of 63,500 vehicles in 2022. This bridge is among the nation's most heavily used truck crossings, linking North Jersey port facilities with Pennsylvania's warehousing destinations.



Paving, Repairs Completed At Milford-Montague Toll Bridge

A paving and repair project that started in 2022 at the Milford-Montague Toll Bridge reached completion during summer 2023.

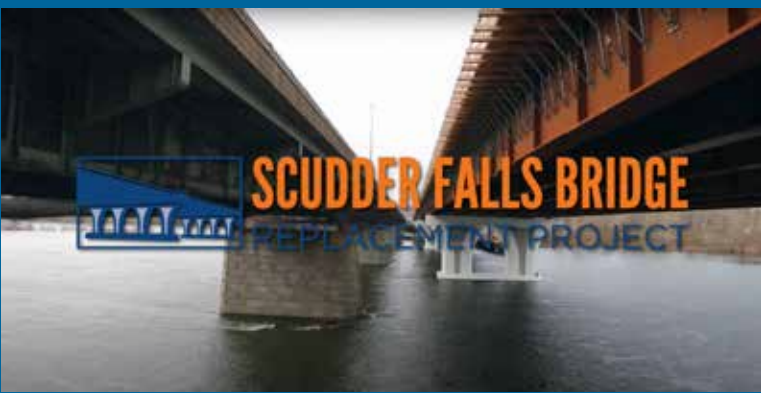
The project's construction activities were suspended during late 2022 due to the onset of winter weather. Work resumed as warmer temperatures returned in the spring.

The remaining work involved waterproofing and paving at the Pennsylvania end of the bridge. Another task was replacement of drainage inlets. Project punch-list work ended in the summer.

The contractor was Mount Construction Co., Inc. of Berlin, N.J., which performed the work under a job-order contract costing slightly less than \$2.9 million.

The four-span, 1,150-foot-long Milford-Montague Toll Bridge is the Commission's northernmost river crossing. It is the agency's only deck-truss structure. The bridge annually experiences more winter plowing and de-icing events than any other Commission crossing.





12-Minute-Long Video Tells Scudder Falls Bridge Project Story

The five-year-long award-winning Scudder Falls Bridge Replacement Project has been boiled down to a roughly 12-minute-long video posted on [the Commission's YouTube channel](#).

The video is called The Scudder Falls Bridge Replacement Project Story and it explains the project's genesis and execution. It may be viewed at: [Bit.ly/SFB-project](https://bit.ly/SFB-project)

The taped-production includes footage of the former bridge's traffic congestion issues, informational open houses the Commission held prior to construction, and early project preparations with the now-demolished former Scudder Falls Bridge in the background. The video has musical accompaniment and excerpts of interviews with key project figures -- engineers, designers, construction managers, and Commission executives.





A central focus of the production is the completed dual-structure Scudder Falls Toll Bridge, which carries I-295 across the Delaware River between Ewing, N.J. and Lower Makefield, PA. The video also includes footage from the ribbon-cutting of the bridge's shared-use walkway in November 2022 and ninth-generation Scudder-family descendant Anne Scudder Smith cutting the ceremonial ribbon.

The video was produced by Stokes Creative Group, a subconsultant to the bridge's designer, Michael Baker International, Inc.

A prior video highlighting the project's major regional transportation improvements was posted earlier this year and can be viewed at: [Bit.ly/SFB-highlights](https://bit.ly/SFB-highlights)

A unique aspect of this earlier production is comparison footage of the former bridge carrying traffic during project construction and the new replacement bridge in service after the project reached its substantial completion milestone in late 2021.

The project achieved final completion on October 31, 2022.



Scudder Falls Bridge Project Earns More Awards

The Commission's marquee Scudder Falls Bridge Replacement Project chalked up three additional awards in 2023.

The new awards were:

- 2023 Diamond Award – Category C Structural Systems – American Council of Engineering Companies (ACEC) of Pennsylvania.
- Award for Engineering Excellence, Honor Award – Large Project – American Council of Engineering Companies (ACEC) of New Jersey.
- Grand Award – 60th Annual NJ Concrete Awards – NJ Chapter of the American Concrete Institute & the New Jersey Concrete and Aggregate Association.

The project's award tally now stands at 11. The project – the largest single capital undertaking in the Commission's history – reached final completion on October 31, 2022 after slightly more than five years of construction.





Administration & Year in Review



New Jersey Man Assessed \$229 for Attempting to Skirt \$3 Toll

Commission Security Camera Catches Motorist Shielding His License Plate

The Commission did something in 2023 it had never done before: released video footage of a man hiding his license plate to skirt a toll charge at the Scudder Falls Toll Bridge.

The video footage showed a man exiting his vehicle on the bridge's Pennsylvania-bound shoulder and then covering his vehicle's license plates before getting back in the vehicle's driver seat and proceeding beneath the bridge's all-electronic toll-collection gantry into Pennsylvania.

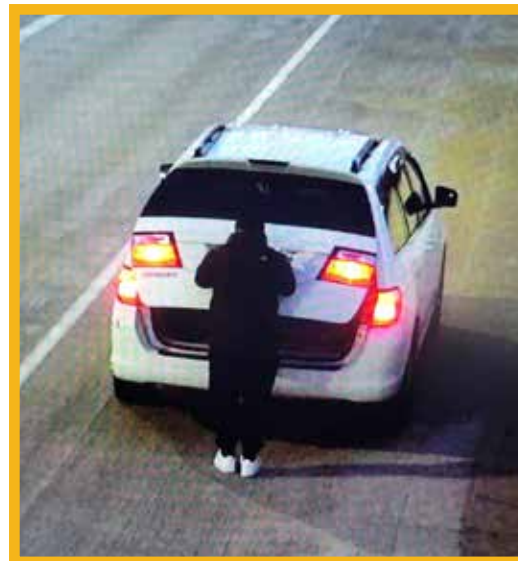
His roadside license-plate covering actions were viewed by Commission security personnel and recorded by cameras on the bridge on the evening of March 29. Security personnel were able to record the license plate numbers on his vehicle before he obscured them.

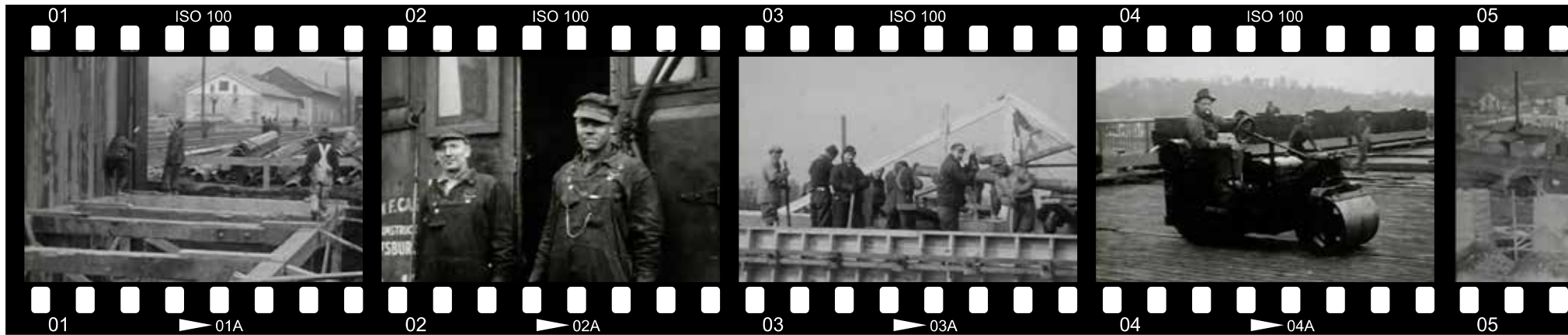
The license information and film footage were forwarded to Pennsylvania State Police who tracked down the man and issued him a summons for obscuring license plates. He pled guilty to the charge in Lower Makefield, PA. municipal court on April 8. He subsequently paid \$229.10 in fines and other assessments issued by Municipal Judge Joanne V. Kline.

Had he crossed the bridge without obscuring his license plates, he would have been mailed a TOLL-BY-PLATE invoice for \$3. If he had E-ZPass, the toll would have been \$1.25.

In an unrelated toll-evader development during the year, the Commission announced the receipt of \$61,883.43 from the TEV Corporation, a Newark, N.J. trucking firm named in a series of lawsuits the Commission filed in 2018 against 20 trucking companies for evading tolls. The TEV payment consisted of \$22,364.85 in unpaid tolls and \$39,518.58 in violation fees. With the TEV lawsuit result, the Commission has now collected more than \$123,000 in unpaid tolls and fees from trucking firms that were cited in the 2018 lawsuits.

"As these recent toll-scofflaw matters attest, we intend to use every tool at our disposal to enforce compliance at our toll-collection points along the Delaware River," said Joe Resta, the DRJTBC's executive director. "We are committed to ensuring everyone pays the tolls that are due because honest toll-paying customers shouldn't be subsidizing the few who think they can cheat the system."





More Digitized 1936-38 Bridge Construction Film Footage Posted on YouTube for Free Public Viewing

Five more digitized reels of silent black-and-white film footage depicting various stages of Depression-era construction on the Bushkill Street Bridge -- known today as the Easton-Phillipsburg (Route 22) Toll Bridge -- were posted on the [Delaware River Joint Toll Bridge Commission's YouTube channel](#) in November.

The release of the recently rediscovered historic footage occurred in advance of the rededication ceremonies for the newly rehabilitated Northampton Street Toll-Supported Bridge (colloquially referred to as the Easton-Phillipsburg "free bridge"). Prior to the Bushkill Street Bridge's January 14, 1938 opening, the Northampton Street Bridge was the sole vehicular and pedestrian connection between Easton and Phillipsburg.

The Bushkill Street Bridge construction project was initiated in summer 1936 for the purpose of relieving the daily crushing traffic jams at the smaller, older, and now-weight-restricted Northampton Street Bridge which was constructed in 1895-96.

The five film reels of Bushkill Street Bridge construction had been filed away in a storage area at the Commission's former administration building in Morrisville, PA. for decades. The reels were discovered in 2022 as the Commission vacated its former Morrisville quarters to complete a shift of executive office and back-office operations to new quarters near the Scudder Falls Bridge in Lower Makefield, PA.

Much of the film footage is heavily oriented toward individuals interested in construction or engineering. However, there are periods of footage among the five reels that could be of interest to local historical enthusiasts and area residents.

The scope of Great-Depression-era Bushkill Street Bridge work shown in the film reels includes:

- Construction of steel-reinforced concrete abutments to support the bridge's single steel truss span (reels 1, 2, and 3);
- Glimpses of the Pennsylvania Railroad's Belvidere Division trackage (reel 1);
- Depression-era motorized belt-driven equipment (reel 1);
- Views of an expansive temporary concrete mixing and conveyance system in Phillipsburg, including a system of elevated cables for transporting buckets of wet concrete across the river from Phillipsburg to the work site in Easton (reel 2);
- Excavation by Bean, Inc. Contractors, a firm still in business today in Easton (reel 4);
- Cleared space for a former toll plaza and administration building in Phillipsburg (reel 4);
- Closeups of the structure's "orthotropic" bridge deck (reel 5); and
- Installation of the bridge's original asphalt-block driving surface (reel 5).



Chief Financial Officer Petrino Ends 7-Year Tenure of Bond-Rating, Debt-Service Achievements

James M. Petrino retired as the Commission's chief financial officer in July 2023, ending a 41-year-long career in government finance.

The Commission's bond ratings, fiscal metrics, and debt-coverage ratio all improved during his seven years at the helm of the agency's financial operations. Petrino achieved a long list of accomplishments during his tenure. These are just a few of them:

- Developed and secured the Scudder Falls Bridge Replacement Project's financing, an oversubscribed offering that ranks as the largest single capital procurement in Commission history;
- Acted as the fiduciary for the Scudder Falls' Owner-Controlled Insurance Program and the Commission's 457B Deferred Compensation Plan;
- Guided the Other Post-Employment Benefits (OPEB) trust to new levels of financial strength, developing a cohesive Contribution Policy in the process;
- Oversaw multiple on-time and balanced operating budgets, independent financial audits, actuarial reports, and filings to the Government Accounting Standards Board (GASB) and the U.S. Security and Exchange Commission (SEC);
- Managed the remarketing of Series 2007B-1 and 2007B-2 bond issuances that yielded appreciable savings for the Commission;
- Steered a 2019 bond sale that replaced prior variable-rate issuances with fixed-rate bonds, produced debt-service savings through defeasement of prior bonds, and provided funding for a series of current and future capital projects;
- Navigated the Commission's financial house through the unprecedented COVID-19 pandemic, developing a Financial Resilience Policy and coordinating analysis for a subsequent two-stage system-wide toll adjustment; and
- Represented the Commission in a professional and constructive manner with the bond-rating firms S&P Global Ratings, Moody's Investors Service, and Fitch Ratings.

CFO Petrino's biggest contribution at the Commission, however, can't be found in ledgers or balance sheets. His innate ability to comprehend and effectively communicate dense financial analytics is what proved most beneficial to Commissioners and his fellow executives.

DRJTBC Receives Revenue Bonds Upgrade

The Commission's financial status moved another step higher in March with an upgrade from S&P Global Ratings.

The bond-analysis firm raised its long-term rating on the Commission's toll revenue bonds outstanding to A+ from A. S&P also maintained its "stable" outlook for the Commission.

"The upgrade reflects the commission's financial resiliency, recent toll rate increases, and improved revenue diversity and competitive position after the toll bridge system completed its eighth tolled bridge," S&P Global Ratings' analyst said, referring to the Scudder Falls Bridge Replacement Project completed in 2022.

An S&P press release at the time noted: "The Commission operates a mature, multi-asset toll bridge system serving an economically healthy service area, with very strong management oversight."

The Commission has maintained A-rated bond status with S&P, Fitch Ratings, and Moody's Investors Service for consecutive years, including through the 2020-21 pandemic-induced economic downturn.

Security Personnel Receive Proclamations For Responses to Challenging Incidents

Five Public Safety and Bridge Security Department employees received commendation during the year for timely actions that helped prevent an apparent suicide attempt in May and helped authorities apprehend a New Jersey prison escapee in July.

Bridge Monitor Justin Vegh received a proclamation at the Commission's June meeting after he successfully implored a young man not to jump off the Northampton Street Toll-Supported Bridge between Phillipsburg, N.J. and Easton, Pa. during the early morning hours of May 9.

Vegh had been alerted to the individual, who was in a state of crisis on the bridge's walkway. Vegh radioed the Commission's Control Center to report a possible suicide attempt and request assistance. The young man had removed his shoes and mounted the walkway's railing as if to jump. Vegh confronted the individual, convincing him not to jump into the river waters below. Vegh then escorting him to the bridge's New Jersey side, where he subsequently was taken to a nearby hospital for observation.

Commissioners said Vegh's actions "prevented injury and potentially a fatality."

Four employees received proclamations at the Commission's September meeting for actions that enabled law enforcement personnel to apprehend an escaped New Jersey prison inmate who had walked away from a minimum-security work detail in Trenton, N.J. on July 21. *(continued on next page)*



The escapee's disappearance had not been reported yet, when Deputy Director James Davis and Bridge Monitor Deborah Seddon observed a suspicious man walking toward Pennsylvania in a New Jersey-bound shoulder on the Commission's Scudder Falls (I-295) Toll Bridge between Ewing, N.J. and Lower Makefield, PA.

Corporals Joseph Boraski and John Kelly were dispatched to the bridge and found the man in the park-and-ride lot on the bridge's Pennsylvania side. The man said he had been "kicked out" of a vehicle and was waiting for a ride. They reported their findings to the Control Center and left the scene. However, Seddon continued to observe the man via a security-camera and saw him leave the park-and-ride lot and enter a nearby wooded area. It was around this time that New Jersey authorities issued a "Be on the Lookout" alert for an escaped prisoner.

Davis, Seddon, Boraski, and Kelly immediately recognized the escapee's description matched that of the man who had walked across the bridge. Boraski subsequently saw a N.J. Department of Corrections vehicle at the park-and-ride lot and informed the occupants of the escapee's earlier movements. A search party was formed, and the escapee was apprehended a short time later in the wooded area where he was last seen by Seddon.

Commissioners said the due diligence of Davis, Seddon, Boraski, and Kelly was "timely and professional" and "in keeping with the Commission's highest standards of public service."



Property Acquisitions Set Stage for Future Maintenance Improvements At Delaware Water Gap (I-80) Toll Bridge Jurisdiction

The Commission moved quickly in 2023 to purchase a series of land parcels that could one day be used to expand and improve maintenance and winter-storm-response operations at the Delaware Water Gap (I-80) Toll Bridge.

Voting at their July meeting, Commissioners authorized the Executive Director to negotiate and acquire five parcels totaling 3.69 acres on the northern side of I-80 in the Borough of Delaware Water Gap, PA. The availability of the real estate had been brought to the Commission's attention only a month earlier by Regional Maintenance Supervisor James Gower after a maintenance worker, Paul Wallace, saw a freshly posted for-sale sign on the property while driving to work one morning. The quick action enabled the Commission to close on the purchase of the five parcels for \$399,900 on September 1.

The property is largely flat with some rock outcroppings. A single-story wood-frame structure sits on a portion of the property. The Commission plans to demolish that deteriorated building sometime in 2024. Environmental site assessments are expected to be undertaken on the five parcels and completed by spring 2024.

The additional land certainly is needed. Currently, the Delaware Water Gap location is served by a confined campus on the opposite side of I-80. The main building dates to 1953 and largely serves administrative, operations, and toll-collection personnel with locker rooms, a kitchen area, and bathrooms. There is some office space and an attached four-bay garage. A maintenance building is directly across the street, consisting of a former two-bay 1968 equipment storage building that was expanded and modernized in 2013 with a 6,800-square-foot addition housing four new truck bays, office space, kitchen, locker space, and bathrooms. A woefully outdated low-capacity salt-storage structure is nearby, accessible through an employee parking area.

The newly acquired properties on the north side of I-80 are expected to provide sufficient space for a modern, environmentally-sound salt-storage building and a four-bay double-depth garage for storing trucks and a front-end loader. The new maintenance area also would include parking, additional storage capacity, a magnesium-chloride storage tank and a fueling island.

The anticipated plan is for design work to begin sometime in 2024 and end in 2025. Construction could then begin later in 2025 and reach completion in 2026. The current projected cost estimate for the improvement is slightly more than \$15.7 million.





Traffic Counts

Annual Average Daily Traffic*					
Toll Bridges	2019	2020	2021	2022	2023
Trenton-Morrisville Route 1	62,000	47,400	52,600	53,000	53,300
Scudder Falls Toll I-295** †	20,800***	30,300	34,300†	40,100‡	43,500
New Hope-Lambertville Route 202	12,600	8,800	10,000	10,700	11,100
I-78	66,400	53,400	62,800	63,500	63,700
Easton-Phillipsburg Route 22	35,800	30,300	33,300	34,700	34,200
Portland-Columbia	7,800	6,400	6,800	7,100	7,900
Delaware Water Gap I-80	51,300	44,100	49,300	49,800	53,200
Milford-Montague Route 206	7,500	7,000	7,300	7,000	7,000
Total - Toll Bridges	264,200	227,700	256,400	265,900	273,900

Annual Average Daily Traffic*					
Toll-Supported Bridges	2019	2020	2021	2022	2023
Lower Trenton	15,500	14,200	16,100	16,600	17,800
Calhoun Street	15,400	13,200	15,200	15,500	13,600
Scudder Falls I-295***	26,500	—	—	—	—
Washington Crossing	7,300	5,600	6,400	7,000	7,200
New Hope-Lambertville	12,600	10,300	12,200	12,400	12,200
Centre Bridge-Stockton	5,000	4,500	4,300	3,900	4,100
Uhlerstown-Frenchtown	5,400	3,900	4,500	4,500	4,200
Upper Black Eddy-Milford	3,500	3,200	3,400	3,400	3,500
Riegelsville	3,200	2,800	3,100	3,100	3,100
Northampton Street	16,900	15,100	16,500	14,600§	16,600§
Riverton-Belvidere	5,100	4,500	4,800	4,100	4,100
Total - Toll-Supported Bridges	116,400	77,300	86,500	85,100	86,400
Total Commission-Wide Annual Average Daily Traffic	380,600	305,000	342,900	351,000	360,300
Total Commission-Wide Yearly Traffic	138.9M	111.6M¶	125.2M	128.1M	131.5M

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

**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.

† Scudder Falls Toll Bridge's downstream span opened to traffic evening of August 17, 2021.

‡ Scudder Falls Bridge Replacement Project final completion -- October 31, 2022.

§ Uninterrupted single-lane travel restrictions for Northampton Street Bridge Rehabilitation Project April-November 2022.

¶ COVID-19 pandemic caused 19.6-percent traffic reduction; comparison of 2019-2020 data.

U-F Bridge: Traffic counter reconfigured Dec. 4, December 2023 data extrapolated from December 2022 and increased 2 percent.

UBE-M: Traffic sensor issue. December 2023 data extrapolated from December 2022 and increased 2 percent.

Calhoun St: Traffic counter recalibrated June 14 & 15 and July 14. NJ Route 29 construction may affect counts

Statements of Net Position

	Dec. 31, 2023	Dec. 31, 2022*
ASSETS		
Current Assets		
Unrestricted Assets		
Cash and Cash Equivalents	\$35,392,283	\$15,193,313
Investments	113,950,390	80,401,448
EZPass, Pay by Plate and Violations Receivable *(net of allowance for Uncollectible of \$131.865,411 for 2023 and \$95,109,076 for 2022)	26,522,101	20,555,056
Other Receivables	77,966	105,075
Fiduciary Fund Receivable	1,136,948	1,067,141
Prepaid Expenses	453,888	685,695
Total Unrestricted Assets	177,533,576	118,007,728
Restricted Assets:		
Cash and Cash Equivalents	32,232,698	28,924,230
Investments	65,966,206	88,288,616
Accrued Interest Receivable	1,484,495	895,912
Total Restricted Assets	99,683,399	118,108,758
Total Current Assets	277,216,975	236,116,486
Non-Current Assets		
Unrestricted Assets:		
Investments	82,566,683	79,146,566
Right-to-use Subscription Asset (net of accumulated amortization of \$294,188 for 2023 and \$624,694 for 2022)	263,158	461,901
Total Unrestricted Assets	82,829,841	79,608,467
Restricted Assets		
Prepaid Bond Insurance	60,118	66,149
Net Other Post-Employment Benefits	-	7,905,512
Total Restricted Assets	60,118	7,971,661
Capital Assets:		
Capital Assets Not Being Depreciated	175,204,176	201,377,443
Capital Assets Being Depreciated (Net of Accumulated Depreciation)	883,646,685	858,560,087
Total Capital Assets	1,058,850,861	1,059,937,530
Total Non-Current Assets	1,141,740,820	1,147,517,658
Total Assets	\$1,418,957,795	\$1,383,634,144

	Dec. 31, 2023	Dec. 31, 2022*
DEFERRED OUTFLOWS OF RESOURCES		
Deferred Loss on Refunding of Debt	\$12,092,403	\$14,446,574
Deferred Outflows - OPEB	22,160,537	5,155,533
Deferred Outflows - Pension	25,585,794	15,297,994
Total Deferred Outflow of Resources	\$59,838,734	\$34,900,101
LIABILITIES		
Current Liabilities Payable from Unrestricted Assets		
Accounts Payable and Accrued Expenses	\$18,684,449	\$17,592,876
Compensated Absences - Current Portion	158,665	151,631
Subscription Liability - Short-term	104,635	216,570
Retainage Payable	2,962,126	4,099,288
Total Current Liabilities from Unrestricted Assets	21,909,875	22,060,365
Current Liabilities Payable from Restricted Assets		
Accrued Interest Payable on Bonds	15,412,140	15,224,409
Bridge System Revenue Bonds Payable - Current Portion	19,750,000	11,705,000
Total Current Liabilities Payable from Restricted Assets	35,162,140	26,929,409
Non-Current Liabilities		
Compensated Absences Payable	3,014,626	2,881,006
Subscription Liability - Long-term	107,919	211,453
Bridge System Revenue Bonds Payable - Non Current Portion	659,925,207	685,927,056
Net OPEB Liability	15,932,707	-
Net Pension Liability	76,944,140	50,763,975
Total Non-Current Liabilities	755,924,599	739,783,490
Total Liabilities	\$812,996,614	\$788,773,264
Deferred Inflows of Resources		
Deferred Inflows-OPEB	\$17,121,656	\$24,663,895
Deferred Inflows-Pension	3,670,346	17,718,082
Total Deferred Inflows of Resources	\$20,792,002	\$42,381,977
NET POSITION		
Net Invested in Capital Assets	\$408,821,028	\$415,440,269
Restricted	80,645,934	78,735,736
Unrestricted	155,540,951	93,202,999
Total Net Position	\$645,007,913	\$587,379,004

*Certain account balances have been restated to conform with current-year presentation



Morrisville, PA. & Trenton, N.J. bridges



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