



2006 Annual Report



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A safe, reliable and convenient transportation system is critical to our region in so many ways. It helps us get to work and school on time. It links us with distant family members. It connects businesses with suppliers and is vital to the region's economy.

The Delaware River Joint Toll Bridge Commission plays an important role in keeping our region moving. The agency's 20 bridges serve thousands upon thousands of motorists crossing the Delaware River every day, and their safety and security is our number one priority.

The Commission in 2001 had the foresight to adopt a long-term capital improvement plan under which every bridge will be rehabilitated by the year 2015. The plan puts the Commission in a position to be proactive rather than reactive when it comes to fixing and maintaining our crossings.

This approach helps ensure these crossings are safe and secure, and avoids lengthy closures and costly disruptions.

We recognize just how important it is to invest in our infrastructure, and we congratulate the Commission on the progress it is making with its capital improvement program.

Pennsylvania and New Jersey residents continue to be well served by an agency that is working for them.

Edward G. Rendell

Jon S. Corzine



The end of the year always presents a natural opportunity for me to look back at the past 12 months and reflect on all the agency has accomplished – to examine where we started, where we are today and where we are headed tomorrow.

I am pleased to report that the year 2006 was one of steady progress for the Commission, as we remained focused on our mission of providing safe, convenient and reliable vehicle and pedestrian river crossings.

When it comes to bridge safety and security, the Commission is ahead of the curve and is fortunate to have a long-term capital improvement program solidly in place.

Under our capital plan, each of our 20 bridges will be rehabilitated by the year 2015. This is a tremendous undertaking, and I commend our staff for its commitment to ensuring the program is a success.

As part of that capital program, we are moving forward with a plan to install an electronic surveillance and detection system that will use video surveillance equipment to provide added security and improve the Commission's capacity to respond to accidents and other incidents at its bridges and other facilities.

The installation of this system reflects the Commission's increased focus on its emergency management capabilities and the necessity for a program to address emergencies caused by natural phenomena, accidents, and acts of terrorism.

While safety is our top priority, we are also committed, through programs like E-ZPass, to helping make our customers' commutes smooth and hassle-free. This year we celebrated a significant milestone with the issuance of the 100,000th E-ZPass transponder since we launched the program in 2002.

In addition, we are moving closer to installing our first open road tolling system on the I-78 Toll Bridge. This is the latest in transportation technology and will help improve traffic flow on one of our most heavily traveled bridges.

The Commission also recognizes that to provide safe, convenient and reliable crossings it must work hand-and-hand with its host communities to ensure they are able to meet the traffic demands on their towns.

In 2006, we awarded more than \$5.5 million in Compact Authorized Investment grants to assist communities with transportation-related projects. We also celebrated the first project to break ground under the CAI program with the start of the Bridge Street Area Improvement project in Stockton, N.J.

As we look toward 2007, I anticipate a year of great accomplishments – from the rehabilitation of the Centre-Bridge Stockton and Riverton-Belvidere toll-supported bridges to the start of our work on the Trenton-Morrisville (Route 1) Toll Bridge, our largest project to date.

I look forward to working together to build on the successes of 2006 and continue our progress as we move steadily toward the future.

Frank G. McCartney

Capital Improvement Program

The Commission in 2006 entered into the sixth year of its long-term capital improvement to preserve, enhance, protect and better manage the agency's aging bridges and work continues to progress steadily.

Already, the Commission has completed nearly \$70 million in capital projects, including the rehabilitation of its New Hope-Lambertville, Uhlerstown-Frenchtown and Northampton Street toll-supported bridges.

The Commission's largest project to date – the rehabilitation of the Trenton-Morrisville Toll Bridge – got underway in late 2006, while plans to restore the Centre Bridge-Stockton and Riverton-Belvidere toll-supported bridges also moved forward. Other projects such as the rehabilitation of the I-78 roadway and the installation of an electronic surveillance and detection system continued to advance.

Under the current capital improvement program, each of the Commission's 20 bridges will be rehabilitated by the year 2015. This will be a significant accomplishment in the history of the Commission, which prior to the year 2000 conducted little more than routine maintenance work on its bridges.

Since then, the agency has moved from a “fix-what’s broken” approach to a “fix-it-right” approach that aims to alleviate the need for any major repairs for at least 15 years after a bridge is rehabilitated.

Priorities for the capital improvement program are established by annual inspections of the Commission's bridge system. With the annual inspection reports as a guide, the program is updated and revised on a yearly basis to take into account changing conditions, rising construction costs and additional needs.

Typical improvements under the capital improvement program include new paint systems for environmental safety; lane widenings; ramp and pavement improvements to reduce congestion; repairs to flooring, substructures and superstructures to extend the useful life of the bridges, and toll plaza improvements.



Trenton-Morrisville (Route 1) Toll Bridge

The rehabilitation of the Trenton-Morrisville (Route 1) Toll Bridge got underway in late 2006 as contractors began mobilizing and preparing to begin construction in earnest at the start of the new year.

The project – the Commission’s largest to date – will improve safety and reduce congestion by replacing the existing main river bridge deck with a widened deck and pier caps to accommodate a northbound auxiliary lane.

It will also enhance toll plaza operations with the construction of a new toll plaza and improve interchange access by:

- Modifying the South Pennsylvania Avenue interchange and providing a northbound deceleration lane on the viaduct over the Delaware Canal on the Pennsylvania approach,
- Realigning the Route 29 exit ramp and constructing a new bridge over Route 29, and
- Modifying the Warren Street interchange to provide an acceleration lane for the Route 1 southbound on-ramp.

Other improvements include rehabilitating the existing structural steel on the main river bridge; installing a new traffic signal and resurfacing the pavement at South Pennsylvania Avenue; cleaning and painting

the main river bridge and numerous approach structures; reconstructing the mainline pavement in full depth and upgrading signing and lighting.

The project, which represents a more than \$100 million investment by the Commission, is expected to be completed by the end of 2009.

The bridge will remain open during the rehabilitation, with two lanes of traffic in each direction maintained during peak periods. Outside of peak periods, traffic may be reduced to a single lane adjacent to the work zone.

Also in 2006, the Commission held at least two open houses to provide the community an overview of the project and answer any questions and launched a website – www.tmtollbridgerehab.com –

dedicated to providing the public the most up-to-date information about the project. The Trenton-Morrisville Toll Bridge carries U.S. Route 1 over the Delaware River between Trenton, N.J. and Morrisville, Pa. The main river bridge is a 12-span, simply supported composite steel girder and concrete deck structure with an overall length of 1,324 feet. The granite-faced piers and abutments are reinforced concrete. Originally constructed by the Commission in 1952 as a four-lane facility, the structure was widened to six lanes in 1965 for a total curb-to-curb width of 62 feet. In 1983 an aluminum median barrier was erected across the bridge, creating three southbound and two northbound lanes.

The average daily traffic count for the Trenton-Morrisville Toll Bridge in 2006 was 51,600.

I-95/Scudder Falls Toll-Supported Bridge

As plans to rehabilitate the I-95/Scudder Falls Toll-Supported Bridge continued to come together in 2006, the Commission moved forward with necessary repairs in advance of the larger construction project.

Repairs included the replacement deck joints over three piers and the rehabilitation of the structural steel that supports the deck joints at these same pier locations. The work was necessary because of deterioration of the deck joints due to water infiltration. The Commission also repaired the bridge’s lighting system, fixing damaged or missing poles and damaged wiring.

In keeping with the Commission’s commitment to mitigating the impact its projects have on the community and its customers, the repair work was performed on weekends and included maintenance and traffic protection measures.

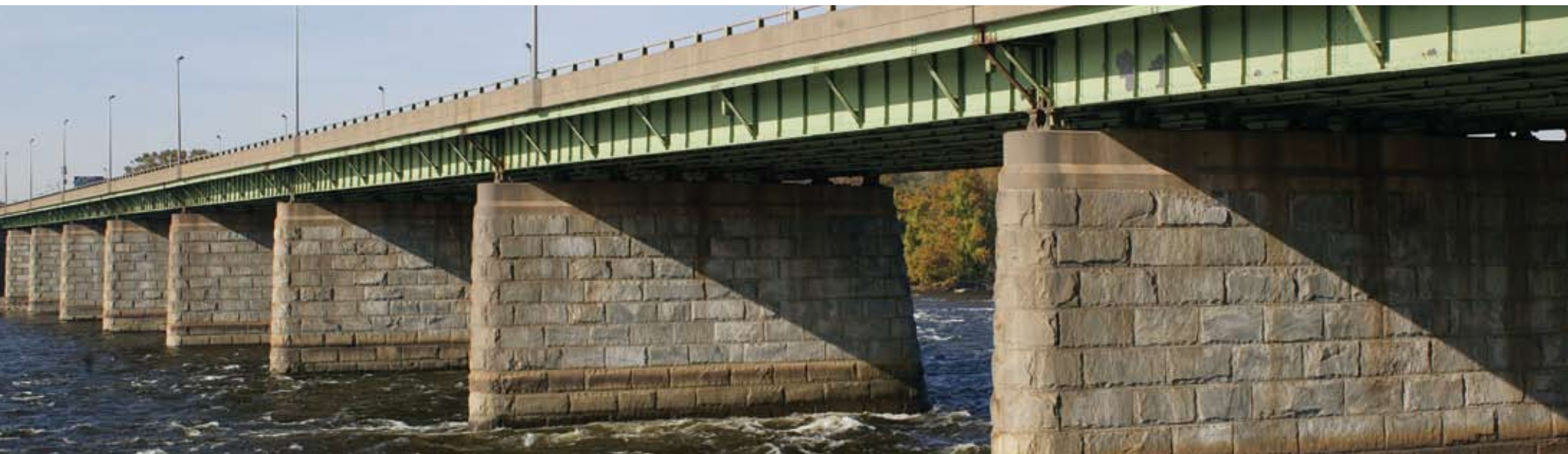


The larger I-95/Scudder Falls Bridge Improvement will address congestion and safety problems caused by the bridge’s narrow configuration, proximity of adjoining interchanges, and ramps merging onto I-95.

The Bridge Improvement Project will seek to accommodate increased traffic and relieve anticipated congestion. Traffic volume is projected to increase by 35 percent over the next 25 years. The scope of the larger project includes the bridge itself, as well as a 4.4 mile stretch of I-95, from Route 332 in Bucks County to Bear Tavern Road in Mercer County.

The Scudder Falls Toll-Supported Bridge opened to traffic in 1961 and carries I-95 traffic across the Delaware River, from Lower Makefield Township on the Pennsylvania side, to Ewing Township on the New Jersey side. Nearly 60,000 vehicles travel across the bridge every day.

The average daily traffic count for the Scudder Falls Toll-Supported Bridge in 2006 was 52,200.



Northerly Crossings

After more than 18 months of study, the Commission concluded its work on the Northerly Crossings Corridor Mitigation Study and released a report that provided a range of conceptual improvement alternatives to reduce congestion on the agency's four most northern bridges.

The study found that the primary transportation challenge in the Corridor continues to be traffic congestion during peak hours on the Delaware Water Gap (I-80) Toll Bridge. Traffic demand at the bridge increased by more than 25 percent between 1994 and 2002, a result of population growth in northeastern Pennsylvania and employment growth in northern New Jersey. The study also found that daily traffic volume at the crossing is projected to increase by approximately 65 percent by the year 2030.

To address the problems associated with the congestion, the study focused on three alternative I-80 widening concepts. Rough cost estimates for these concepts range from \$490 million to \$630 million and include improvements within the Commission's jurisdiction and with the jurisdictions of the Pennsylvania and New Jersey departments of Transportation.

The study recommended that the Commission, PennDOT and NJDOT enter into a memorandum of understanding to work together to address the congestion issues. To mitigate congestion issues in the near term, the study suggested that the Commission add an additional

westbound lane to the Delaware Water Gap (I-80) Toll Bridge to provide a total of five lanes on the bridge. The study also recommended adding open road tolling to the bridge. These two improvements are estimated to cost as much as \$155 million.

Additionally, the study found that traffic on the Milford-Montague Toll Bridge and the Portland-Columbia Toll Bridge will operate at acceptable levels through 2030.

In conducting the study, the Commission worked with an Interagency Advisory

Committee comprising representatives from transportation, planning and environmental agencies in Pennsylvania and New Jersey. The Commission also held several public information forums and met with elected officials to provide briefings on the study's progress and findings.



The Commission in April 2006 awarded a contract for the design of an open road tolling system to help improve traffic flow on the I-78 Toll Bridge.

Open road tolling is the latest in transportation technology and is one of the best customer service developments for tollways in recent years.

With open road tolling, E-ZPass users have the option of driving through an electronic array placed over the highway that will capture the information on a driver's transponder. The open road tolling system enables motorists to continue through tolls at regular speed, reducing backups and mitigating congestion.

The installation of the open road tolling system is being coordinated with the rehabilitation of more than two miles of I-78 in Pennsylvania and nearly five miles in New Jersey.

The New Jersey project continued to advance through the design phase in 2006. The project includes roadway rehabilitation and reconstruction, geotechnical evaluation and remediation, and drainage and lighting improvements.

Also in 2006, the Commission conducted emergency repairs to a portion of eastbound I-78 approaching the Still Valley Interchange. The repairs addressed excessive settlement of a section of concrete between mileposts 3.8 and 3.9.

The Commission in 2005 moved up its timeline for the planned rehabilitation of I-78 to address problems associated with excessive cracking of concrete roadway slabs, settlement of the roadway and sink holes that have occurred intermittently.

The I-78 Toll Bridge carries traffic over the Delaware River between Northampton County, Pa. and Warren County, N.J. It was opened to traffic on November 21, 1989.

The bridge is a twin, four girder, seven-span continuous structure with an overall length of 1,222 feet. It is supported on hammerhead reinforced concrete piers and reinforced concrete abutments.

The Commission's jurisdiction extends approximately 2.2 miles west at the Pennsylvania approach, including an interchange at Morgan Hill Road, grade separation structures at Cedarville Road and Route 611. The New Jersey approach extends approximately 4.7 miles to the east from the main river bridge, including grade separation bridges at Carpentersville Road, County Route 519 and Edges Road.

The one-way toll plaza, located on the Pennsylvania approach, has seven toll lanes. Tolls are collected in the westbound direction. A rest area and welcome center for westbound motorists is adjacent to the toll plaza.

The average daily traffic count for the I-78 Toll Bridge in 2006 was 57,900.



Riverton-Belvidere Toll-Supported Bridge

Rehabilitation of the Riverton-Belvidere Toll-Supported Bridge kicked off in September with a construction schedule that struck an important balance between the needs of local business owners and the needs of thousands of commuters who rely on the bridge every day.

In response to community requests, the Commission suspended construction on the \$7.9 million rehabilitation bridge during the 2006 holiday season to support local merchants. In addition, the Commission only closed the bridge from Saturday night to Tuesday morning. The schedule added approximately \$1.3 million to the cost of the project, but helped accommodate both the business community and routine commuters.

Construction is expected to be complete by the end of July 2007.

The project includes replacing the floor system, sidewalk and railing; replacing or repairing deteriorated steel members; blast cleaning and painting existing steel members; performing necessary substructure repairs; rehabilitating the approach roadway; upgrading the lighting systems and signing, and improving the officer's shelter. It also includes maintenance and protection of traffic during the rehabilitation.

The Riverton-Belvidere Toll-Supported Bridge carries Water Street across the Delaware River and connects Riverton, Lower Mount Bethel Township, Pa. with the Town of Belvidere, N.J. The original bridge at this site was a covered, wooden structure of arch pattern. During the flood of October 10, 1903, the superstructure was carried away and the present steel structure was erected.



The existing bridge, constructed in 1904, is a four-span, riveted steel, double Warren truss structure, with a total length of 653 feet. The steel open-grate deck provides a clear roadway width of 16 feet between tri-beam railings. In addition, a concrete-filled grating sidewalk is supported on the upriver truss with steel cantilever brackets.

The average daily traffic count for the Riverton-Belvidere Toll-Supported Bridge in 2006 was 5,100.

Centre Bridge-Stockton

The Commission in 2006 moved forward with plans to rehabilitate the Centre Bridge-Stockton Toll-Supported Bridge, hiring a construction manager and contractor for the \$9.4 million job.

The agency also held a community open house in February to discuss the project and work with residents and officials to develop a construction schedule that would mitigate the impact of the project.

Together, the Commission and its community partners agreed to a construction schedule that closed the bridge during the week, but reopened it for the weekends and holidays. The Commission also promised to end the weekday closures by mid-May 2007, for the start of the summer tourist season.

Work was scheduled to begin in January 2007.

The project includes the rehabilitation of the bridge and approach roadway signage. Improvements include the blast cleaning and painting of the bridge truss and rehabilitation of the roadway deck and sidewalk as well as the staircase leading to the Pennsylvania Canal. Other work includes substructure repairs and

improvements to roadway signing, roadway and bridge lighting, and sidewalk and bridge railings.

The Centre Bridge-Stockton Toll-Supported Bridge connects U.S. Route 32 in Solebury Township, Pa. to U.S. Route 29 in Stockton, N.J.

The existing bridge, opened to traffic in 1927, is a six-span, riveted steel Warren truss structure with a total length of 825 feet. The steel open-grate deck, added to the bridge in 1990, provides a clear roadway width of 20 feet between three-beam railings. A six-foot timber-plank pedestrian sidewalk, also replaced in 1990, is supported on the downriver truss by steel cantilever brackets. The piers and abutments, originally constructed in 1814 from random ashlar masonry, are stone-filled and rest upon crib foundations. In 1926 portions of the piers were encased with reinforced concrete.

The average daily traffic count for the Centre Bridge-Stockton Toll-Supported Bridge in 2006 was 4,800.

Millford-Montague

As part of its ongoing commitment to community partnering, the Commission in 2006 met with residents and officials from both sides of the river to discuss the upcoming rehabilitation of the Milford Montague Toll Bridge.

With the project moving through the design phase, Commission staff provided the public an overview of the plans and discussed various construction schedules. Under consideration is a schedule that will maintain one lane of traffic with vehicles alternately traveling in each direction across the bridge throughout the proposed deck replacement work. As part of that schedule, the pedestrian sidewalk would remain open during a portion of the project.

Another staging option includes alternating traffic during the weekdays and removing on the weekends during the deck replacement work.

The rehabilitation project includes repainting the bridge and replacing the existing bridge deck, approach roadway pavements and toll plaza.

The Milford-Montague Toll Bridge is the northern-most bridge crossing the Delaware River under the Commission's jurisdiction. Located seven miles south of the New Jersey/New York state line, the bridge connects U.S. Route 206 at Montague, N.J. to US. Routes 6 and 209 at Milford, Pa.

Opened to traffic on December 30, 1953, the bridge is a four-span continuous steel deck truss structure 1,150 feet in total length. The two-lane bridge has a roadway width of 27 feet 6 inches, with a 4 foot pedestrian sidewalk located on the outside of the north truss.

The 52-year-old span was once honored as one of America's most beautiful steel bridges and is a key link for those who enjoy the federally managed Delaware Water Gap National Recreation Area.

The average daily traffic count for the Milford-Montague Toll Bridge in 2006 was 8,500.

E-Z Pass

The Commission in December 2006 issued its 100,000th E-ZPass transponder, marking a significant milestone for the program since its inception in 2002.

The transponder was issued to Edith Pettinohoe, of Albrightsville, Carbon County, Pa., after she signed up for E-ZPass during one of the Commission's many QuickStart programs.

E-ZPass, the Commission's electronic toll collection system, helps ease congestion and provides motorists with a faster and easier way to pay tolls. E-ZPass processes vehicles at a more rapid pace than manual toll collection and saves users money through reduced toll fees each time they cross a Commission-operated bridge.

Commission E-ZPass passenger vehicle customers pay 60 cents per trip, a 20 percent discount. Frequent travelers, individuals who make 20 or more trips within a 35-day cycle, pay just 45 cents per trip, a discount of 40 percent.

The Commission's QuickStart program enables commuters to complete an on-the-spot application process and open an E-ZPass account in just 10 minutes. The Commission holds QuickStart events throughout the year in various communities served by its bridges.

In 2006, more than 1,500 people signed up for E-ZPass under the QuickStart program.



Electronic Surveillance

Moving ahead with its plan to enhance security and upgrade its communications system, the Commission in 2006 issued a request for qualifications from prospective teams to design, build and maintain an electronic surveillance and detection system.

The Commission received submissions from 18 teams.

The electronic surveillance and detection system will use video surveillance equipment, similar to that used by the Pennsylvania and New Jersey Departments of Transportation, to provide added security and improve the Commission's capacity to respond to accidents and other incidents at its bridges and other facilities.

In times of major incidents, such as flooding, the system will improve the Commission's ability to respond to potential problems and provide assistance to local communities.

The video equipment also will advance the Commission's efforts to develop and Intelligent Transportation System that will help to manage traffic and congestion on its bridges and roadways.

Other enhancements include improvements to the Commission's communications system, installation of new security and access control systems for its buildings and other facilities, and the creation of a central control center to coordinate the response to incidents.

The design-build team will be responsible for designing, furnishing, constructing, installing, integrating and maintaining a complete, fully operation electronic surveillance and detection system.

The installation of an electronic surveillance and detection system reflects the Commission's increased focus on its emergency management capabilities and the necessity for a program to address emergencies caused by natural phenomena, accidents, and acts of terrorism.



Flooding

Heavy rains in late June 2006 created substantial flooding in and around Commission facilities in Pennsylvania and New Jersey.

At least five inches of rain fell throughout most of the Delaware River Basin from June 24 to June 28, causing flash flooding and record to near-record flood crests along many streams and rivers throughout the basin, including the main stem of the Delaware River.

The river crested in Montague, N.J., on June 28 at 32 feet, seven feet above flood stage. It crested in Belvidere on June 29 at 27 feet, five feet above flood stage and in Trenton on June 29 at 25 feet, five feet above flood stage.

The flooding forced the Commission to close 10 of its toll-supported bridges from as far south as its Washington's Crossing Toll-Supported Bridge to as far north as its Portland-Columbia pedestrian bridge.

The Commission also suspended tolls on its four southernmost toll bridges to alleviate traffic congestion as motorists were diverted from other bridges. Maintenance personnel were brought in to secure Commission property and equipment and public safety personnel coordinated the communication and road closings with local and state police and emergency management personnel. Once the river began to recede, the Commission also assisted the surrounding communities with clean up.

The flooding response and recovery efforts cost an estimated \$1.2 million in 2006, a figure that includes toll loss, inspections of the bridges, consultant fees, construction costs, and construction management and inspection fees associated with the flood. That figure does not include certain overtime costs and increased operation costs as a result of the flooding.

The cost to repair the New Hope-Lambertville Toll Supported Bridge alone totaled almost \$600,000.

The bridge required significant repairs to its chords, eye bars and tension rods as a result of damage from the June flood. In an effort to minimize the impact on local residents and businesses, the Commission kept the bridge open during the repairs and prohibited work from being done on weekends and holidays. In addition, the Commission finished the repairs three weeks ahead of schedule.

As part of its efforts to mitigate future flood damages, the Commission is installing river gauges on at least three toll-supported bridges, including Easton-Philipsburg, Uhlerstown-Frenchtown and New Hope-Lambertville.

The gauges are equipped with a satellite transmitter and a telephone modem. River levels are recorded every 15 minutes and transmitted hourly by satellite to the USGS Water Science Center's web page. The data is then used by the National Weather Service for flood-warning purposes.

The telephone modem also allows the Commission and local emergency managers to access the gauge using the telephone, and the unit responds with electronic voice synthesis.

Stage readings were previously taken manually by bridge guards. These gauges will ensure greater accuracy, but more importantly they provide a safer way to monitor the river.

In addition to the river gauges, the Commission's planned electronic surveillance and detection system will also improve the Commission's ability to respond to potential problems and assist local communities.

Recognizing that flood loss is a responsibility shared among federal, state and local agencies, the Governors of the four basin states – New Jersey, Pennsylvania, Delaware and New York – directed the Delaware River Basin Commission to convene an interstate task force to examine and recommend measures for flood alleviation.

The Commission is one of 30 agencies represented on the Delaware River Basin Flood Mitigation Task Force, which developed recommendations for the Governors on how to achieve a proactive, sustainable and systematic approach to flood damage reduction.

Compact Authorized Investments

The Commission continued to advance its efforts to assist local communities with transportation related projects by awarding nearly \$5.5 million in grants under its Compact Authorized Investments program.

The 2006 grants brought the total amount of funding under the program to more than \$32 million for 26 diverse Delaware River communities. The two-year, \$40 million program kicked off in 2005 and reflects the Commission's commitment to relieving some of the burden its bridges places on its partner communities.

In addition, the Commission celebrated the first project to break ground under the program with the start of Stockton Borough's Bridge Street Area Improvement Project.

The Commission awarded the borough a \$2 million grant to support the project, which includes installation of new storm drain inlets and piping; installation of a new potable water main, reconstruction of the roadway, and installation of new curbs, sidewalks and driveway aprons.

An estimated \$200,400 of the \$2 million grant will be used to support the first phase of the project, which includes roadway, drainage, and potable water improvements on Mill Street. The remainder of the grant will be used for the reconstruction of Bridge Street from Route 29 to the Canal Bridge to provide smoother traffic flow and additional parking in the area.

Among the other municipalities receiving grants in 2006 were:

- **Bristol Borough, Pa.** – The Commission awarded the borough \$999,500 for the replacement of 11 traffic signals.
- **Delaware Township, N.J.** – The township received \$290,100 for the resurfacing of Seabrook Road.
- **Delaware Water Gap Borough, Pa.** – A \$300,000 grant will be used to fund the reconstruction and repair of Waring Drive.

- **City of Lambertville, N.J.** – Lambertville received \$650,000 for two transportation improvement projects including the installation of a pedestrian traffic signal and other pedestrian traffic improvements across Highway 165. The intersection is a high risk area.
- **New Hope Borough, Pa.** – The Commission awarded the borough \$20,000 for its South Main Street Bridge Lighting Project.
- **Riegelsville Borough, Pa.** – The borough received \$132,550 for the construction of a footbridge across the Delaware Canal, signage and street lights.
- **Town of Belvidere, N.J.** – A \$614,000 grant will fund roadway reconstruction along Water Street.
- **Knowlton Township, N.J.** – The township received a \$313,500 grant for a pedestrian access feasibility study for the Paulinskill Trail.
- **Falls Township, Pa.** – The Commission awarded the township \$335,000 for the installation of new traffic signals and for traffic improvements throughout the township.

These important projects will improve conditions for local residents as well as the thousands of customers who use the Commission's 20 bridges every day. Enhancements funded by the CAI program help make for a better travel experience between Pennsylvania and New Jersey, as well as improve the quality of life for Delaware River communities.

In addition, many river communities will experience economic revitalization through improved traffic conditions and easier access to local businesses, recreation and tourist sites.



Controlling Costs Through Increased Participation

With its long-term capital improvement program in full swing, the Commission is constantly striving to increase vendor participation and control costs.

Building on several initiatives kicked off in 2005 – such as the launch of procurement section on its website – the Commission in 2006 continued its outreach to contractors, subcontractors and vendors through a series of meetings aimed at providing information about upcoming projects and conducting business with the Commission.

The first meeting held in February provided the Commission an opportunity to educate contractors about the major rehabilitation of the Trenton-Morrisville (Route 1) Toll Bridge. Commission staff provided attendees with background information on the agency's procurement process and overall scope of the project.

Later in the year, the Commission held its second annual engineering seminar during which more than 200 attendees received details on the Commission's capital improvement program and learned about the Commission's needs.

The Commission also participated in a purchasing fair designed to provide small, minority-owned and women-owned businesses with an opportunity to compete for on-the-spot purchasing opportunities.

The Commission was one of more than a dozen public and private sector entities that came together for the historic fair designed to link small, minority-owned and women-owned businesses with organizations that typically possess strong buying power.



Traffic Report

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Net Assets

Traffic Report

Annual Average Daily Traffic

Toll Bridges	2002	2003	2004	2005	2006
Trenton-Morrisville (Route 1)	49,500	44,800	51,700	50,600	51,600
New Hope-Lambertville (Route 202)	9,500	9,500	8,000 [2]*	9,400	9,700
Interstate 78	55,000	53,900	54,200	55,500	57,900
Easton-Phillipsburg (Route 22)	38,500	35,400	37,500	38,300	38,300
Portland-Columbia	6,000	6,200	6,800	7,100	7,400
Delaware Water Gap (Interstate 80)	53,500	52,300	54,900	55,100	55,900
Milford-Montague	7,500	7,600	8,200	8,500	8,500
Total - Toll Bridges	219,500	209,700	221,300	224,600	229,400

Annual Average Daily Traffic

Toll Supported Bridges	2002	2003	2004 [4*, 5]	2005	2006
Lower Trenton	15,000	17,400	12,900 [3]*	9,700 [6]*	16,100
Calhoun Street	19,500	19,600	18,900	18,500	18,100
Scudder Falls Interstate 95	58,500	56,100	57,500	55,100	52,200
Washington Crossing	7,000	7,000	7,400	5,800 [7]*	6,500
New Hope-Lambertville	16,000	15,900	9,700 [1]*	13,600	13,900
Centre Bridge-Stockton	5,500	5,700	5,800	5,000	4,800
Uhlerstown-Frenchtown	4,500	4,200	4,200	3,900	3,800
Upper Black Eddy-Milford	4,500	4,300	4,400	4,100	3,900
Riegelsville	4,500	3,200	3,100	3,400	3,400
Northampton Street	20,500	22,500	22,800	22,300	22,900
Riverton-Belvidere	5,000	5,400	5,300	5,200	5,100
Total - Toll Supported Bridges	160,500	161,300	152,000	146,600	150,700

Total Commission-Wide Annual Average Daily Traffic	380,000	371,000	373,300	371,200	380,100
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Total Commission-Wide Yearly Traffic	138.7M	135.4M	136.6M	135.5M	138.7M
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*Data reflects lower traffic counts as a result of construction, bridge closures, or data collection issues.

Delaware River Joint Toll Bridge Commission - Bridge System Statements of Net Assets

ASSETS	2006	2005
Current Assets		
Unrestricted		
Cash and equivalents	\$5,116,204	\$3,143,099
Other assets	2,005,226	1,929,204
E-ZPass clearing account	5,128,006	4,492,668
Total Unrestricted	12,249,436	9,564,971
Restricted		
Cash and equivalents	66,517,063	32,556,027
Accrued interest on investments	1,836,112	1,223,299
Bond issuance costs - current portion	167,522	167,522
Total Restricted	68,520,697	33,946,848
Total Current Assets	80,770,133	43,511,819
Non-Current Assets		
Unrestricted		
Investments	3,498,796	3,106,217
Restricted		
Investments	193,988,013	210,541,704
Bond issuance costs - long term portion	2,302,049	2,442,701
Capital assets	269,372,685	264,421,998
Total Restricted	465,662,747	477,406,403
Total Non-Current Assets	469,161,543	480,512,620
Total Assets	\$549,931,676	\$524,024,439

LIABILITIES AND NET ASSETS	2006	2005
Current Liabilities		
Accounts payable and accrued expenses	\$6,720,609	\$4,354,078
E-Zpass customer accounts	3,184,257	2,748,815
Accrued interest on bond indebtedness	4,642,769	4,772,431
Compensated absences - current portion	120,000	120,000
Bridge system revenue bonds, series 2003 and 2005 A - current portion	5,685,393	5,420,393
Premium on bonds - current portion	1,167,663	1,073,612
Total Current Liabilities	21,520,691	18,489,329
Non-Current Liabilities		
Compensated absences	1,753,240	1,743,137
Bridge system revenue bonds, series 2003 and 2005 A	174,441,537	180,126,929
Premium on bonds - long term portion	5,548,375	6,900,348
Total Non-Current Liabilities	181,743,152	188,770,414
Total Liabilities	203,263,843	207,259,743
Net Assets		
Invested in capital assets, net of related debt	193,889,970	190,394,663
Restricted	148,807,737	122,664,875
Unrestricted	3,970,126	3,705,158
Total Net Assets	346,667,833	316,764,696
Total Liabilities and Net Assets	\$549,931,676	\$524,024,439

Staff

Commissioners

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FRANK G. McCARTNEY
Executive Director

FRANK J. TOLOTTA
Deputy Executive Director of Operations

JERRY W. FUQUA
Chief Administrative Officer

STEPHEN CATHCART
Comptroller

GEORGE G. ALEXANDRIDIS, P.E.
Chief Engineer

FREDERICK FIELDS
Acting Director of Purchasing

MARY JANE HANSON
Director of Information Technology

LINDA SPALINSKI
Director of Community Affairs

YVONNE KUSHNER
Director of E-ZPass

J. P. STETTNER
Director of Security, Safety and Training

GLENN REIBMAN
Director of Policy and Planning

JULIO GURIDY
Director of Compact Authorized Investments

JOHN PRIOR
Acting District I Superintendent

FRANK L. BERUTA
District II Superintendent

BRYAN L. HILL
District III Superintendent

New Jersey

David R. DeGerolamo *Chairman*
Donald Hart
William J. Hodas
Thomas W. Sumners, Jr.
Harry Zikas

Pennsylvania

Robin Wiessmann *Vice-Chair*
Gaetan J. Alfano
J. Alan Fowler
John Prevoznik
Bernard A. Griggs Jr.

A board of ten commissioners - five from Pennsylvania and five from New Jersey, governs the Commission. The New Jersey members are nominated by the Governor and confirmed by the State Senate for a three-year term while the Pennsylvania members are appointed by the Governor and serve at his pleasure. A full-time executive director has administrative charge of all activities of the Commission. The individuals listed here make up the current board.

Mission Statement

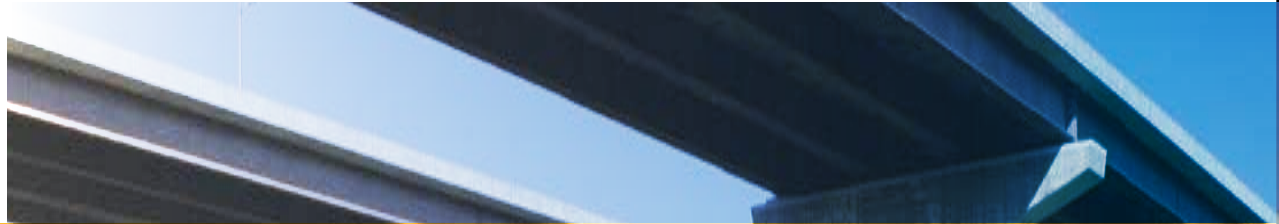
The mission of the Delaware River Joint Toll Bridge Commission is to provide safe and efficient river crossings over 139 miles of river within its jurisdiction. Stretching from northern Burlington County, N.J. and Bucks County, Pa. northward to the New York state line, the Commission's jurisdiction encompasses a diverse geographic region featuring bustling cities, quaint river villages, and scenic portions of the Delaware River where nature's beauty abounds.

Committed to improving the quality of life for area residents, the Commission strives to create a synergy of economic vitality, environmental stewardship, historic preservation, customer service and fiscal accountability.



Delaware River
Joint Toll Bridge
Commission

[2005 Annual Report](#)
[Full Financial Report](#)
[Bridge Inspection Letters](#)



Delaware River
Joint Toll Bridge
Commission

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Frank G. McCartney *EXECUTIVE DIRECTOR*