

DELAWARE RIVER
JOINT TOLL BRIDGE COMMISSION
MINUTES
MEETING OF NOVEMBER 27, 2025

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MEMBERS OF THE COMMISSION

NEW JERSEY

HONORABLE ALADAR KOMJATHY

Chairman

HONORABLE MICHAEL B. LAVERY

HONORABLE WALTER ORCUTT

HONORABLE LORI CIESLA

HONORABLE YUKI MOORE LAURENTI

Treasurer

PENNSYLVANIA

HONORABLE PAMELA JANVEY

Vice Chair

HONORABLE DANIELLA YOUNG

HONORABLE ISMAIL A. SHAHID

HONORABLE DANIEL GRACE

HONORABLE JOHN D. CHRISTY

Secretary

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

STANDING COMMITTEES

FINANCE, INSURANCE MANAGEMENT AND OPERATIONS

PENNSYLVANIA: Janvey*, Shahid

NEW JERSEY: Ciesla, Komjathy

PROJECTS, PROPERTY AND EQUIPMENT

PENNSYLVANIA: Christy, Young

NEW JERSEY: Lavery*, Orcutt

PROFESSIONAL SERVICES

PENNSYLVANIA: Christy*, Janvey

NEW JERSEY: Komjathy, Orcutt

PERSONNEL

PENNSYLVANIA: Young, Grace

NEW JERSEY: Laurenti, Komjathy*

AUDIT COMMITTEE

PENNSYLVANIA: Janvey, Shahid*

NEW JERSEY: Laurenti, Lavery

ADMINISTRATIVE COMMITTEE

PENNSYLVANIA: Grace, Shahid

NEW JERSEY: Ciesla, Laurenti*

Chairman and Vice Chair are Ex-Officio of All Committees

*Chairperson of Committee

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
RECAPITULATION OF COMMITTEE MEMBERSHIP

Lavery	(1)	Projects, Property and Equipment (Chairperson)
	(2)	Audit Committee
Laurenti	(1)	Personnel
	(2)	Audit Committee
	(3)	Administrative Committee (Chairperson)
Orcutt	(1)	Projects, Property and Equipment
	(2)	Professional Services
Ciesla	(1)	Finance, Insurance Management Operations
	(2)	Administrative Committee
Komjathy	(1)	Ex-Officio of all Committees
	(2)	Finance, Insurance Management Operations
	(3)	Professional Services
	(4)	Personnel (Chairperson)
Janvey	(1)	Ex-Officio of all Committees
	(2)	Finance, Insurance Management and Operations (Chairperson)
	(3)	Audit Committee
	(4)	Professional Services
Grace	(1)	Administrative Committee
	(2)	Personnel Committee (Chairperson)
Christy	(1)	Projects, Property and Equipment
	(2)	Professional Services (Chairperson)
Young	(1)	Projects, Property and Equipment
	(2)	Personnel
Shahid	(1)	Finance, Insurance Management Operations
	(2)	Audit Committee (Chairperson)
	(3)	Administrative Committee

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

PROFESSIONAL ASSOCIATES

CONSULTING ENGINEERS

PICKERING, CORTS & SUMMERSON, INC.
Newtown, Pennsylvania

GENERAL COUNSEL

ARCHER
Philadelphia, Pennsylvania

FLORIO, PERRUCCI, STEINHARDT & CAPPELLI
Phillipsburg, New Jersey

LABOR COUNSEL

STRADLEY, RONON
Philadelphia, Pennsylvania

CHISEA, SHAHINIAN & GIANTOMASI
West Orange, New Jersey

AUDITOR

MERCADIEN, P.C.
Hamilton, New Jersey

FINANCIAL ADVISOR

ACACIA FINANCIAL GROUP
Mt. Laurel, New Jersey

COMMUNICATIONS CONSULTANT

BELLEVUE COMMUNICATIONS
Philadelphia, Pennsylvania

INVESTMENT ADVISOR

STONERIDGE PMG ADVISORS, LLC
Radnor, Pennsylvania

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

ORGANIZATION CHART

COMMISSIONERS

Executive Director
Joseph J. Resta

Chief Engineer
Kevin Skeels

Assistant Chief Engineer
Steven Burke

**Deputy Executive Director
of Operations**
Mark Murranko

Senior Director of Public
Safety & Bridge Security
Matthew Hartigan

Director of Toll
Supported Bridge,
Control Center & ESS
Operations
J. Eric Freeman

Director of Toll
Operations
Michele Gara

Senior Director of
Maintenance &
Fleet Operations
LeVar Talley

Director of
Maintenance &
Fleet Operations
Richard Taft

**Deputy Executive Director
of Communications**
Joseph Donnelly

Director of Community Affairs
Jodee Inscho

**Chief Administrative
Officer**
Arnold Conoline

Director of Contract
Compliance
Nicholas Haynes

Director of E-ZPass
Phillip Calabro

Senior Director of Human
Resources
Joanna Cruz

Senior Director of Information
Technology
John Bencivengo

Director of Purchasing
Philip Abate

Senior Director of Training &
Workplace Safety
John Mills

Director of Training
Jack Baum

Director of
Workplace Safety
William Hauck

Chief Financial Officer
Qiyao Zhao

Comptroller
Charmaine Graves

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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CALL TO ORDER

The Regular Monthly Meeting of the Delaware River Joint Toll Bridge Commission was called to order at the Scudder Falls Administration Building via Microsoft Teams and in person on Monday, November 24, 2025, at 10:36 a.m. pursuant to notice properly forwarded to each member in compliance with the by-laws. Joseph J. Resta, Executive Director presided at this meeting.

APPEARANCES:

COMMISSION MEMBERS:

Hon. Aladar Komjathy (New Jersey)
Hon. Pamela Janvey (Pennsylvania)
Hon. Daniel Grace (Pennsylvania)
Hon. Yuki Moore Laurenti (New Jersey)
Hon. Lori Ciesla (New Jersey)
Hon. John Christy (Pennsylvania)
Hon. Michael Lavery (New Jersey)
Hon. Daniella Young (Pennsylvania)
Hon. Ismail Shahid (Pennsylvania) (Joined the meeting at 10:40am)
Hon. Walter Orcutt (New Jersey)

COMMISSION MEMBERS ABSENT:

COMMISSION COUNSEL:

Shelley Smith, Archer Law, Pennsylvania
Katy Fina, Florio, Perrucci, Steinhardt & Cappelli, New Jersey
Brian O'Neill, Chiesa, Shahinian & Giantomasi, New Jersey
Jonathan Bloom, Stradley Ronon, Pennsylvania

GOVERNORS' REPRESENTATIVES:

Dorian Smith, NJ Governor's Office

COMMISSION STAFF MEMBERS:

Joseph Resta, Executive Director
Arnold Conoline, Chief Administrative Officer
Kevin Skeels, Chief Engineer
Qiyen (Tracy) Zhao, Chief Financial Officer
Joseph Donnelly, Deputy Executive Director of Communications
Charmaine Graves, Comptroller
Charles Stracciolini, Program Manager of Technology

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Mark Murranko, Deputy Executive Director of Operations
Jodee Inscho, Director of Community Affairs
Donna Tronolone, Administrative Generalist, Executive Office
Heather McConnell, Executive Administrative Generalist/Commissioner Liaison

PROFESSIONAL ASSOCIATES:

Pete Peterson, Bellevue Associates
Alex Styer, Bellevue Associates

OTHERS:

ROLL CALL

Joseph Resta, Executive Director, in his capacity as Secretary for this Meeting called the roll, and at the conclusion thereof, reported that there was a quorum present-there being four members present from the Commonwealth of Pennsylvania and five members present from the State of New Jersey.

WELCOMING REMARKS OF THE EXECUTIVE DIRECTOR

Executive Director Resta welcomed those persons whose identities are set forth hereinabove under "Appearances".

INTRODUCE ANY COMMENTS FROM THE PUBLIC

Executive Director Resta addressed the meeting and said:

The next item on the agenda is inviting any comments on agenda items from the public. Procedures for public comments are as follows: Speakers will be allowed one three-minute time frame to provide comment. There will be no repeat speakers. There will be no yielding time to another speaker. We do not have any in-person speakers at this meeting. So, folks on-line, if you have comments on agenda items for this morning, now is your time to make them and as a reminder, we do have a toll adjustment on today's agenda. So, if you are on-line on the Teams meeting to discuss that, please identify yourself by name and town, and we will provide opportunity for you to comment. Any folks on the Teams meeting wish to make comments on today's agenda? Thank you.

EXECUTIVE DIRECTOR'S REPORT

Commissioners, amid the pandemic, the Commission adopted a financial resilience policy containing a two-fold measurement of fiscal health: the debt service coverage ratio of two times or greater and the minimum general reserve fund balance of the greater of \$80 million or 15 percent of indebtedness. Every year, we project our long-term capital program requirements along with our anticipated toll revenues to determine if the parameters of the financial resilience policy will be met.

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In preparation for our July 2025 public meeting, the executive staff informed the Commissioners that without enhanced revenue, the general reserve fund balance and the debt service coverage ratio would fall below the minimum debt in the policy, prompting Commissioners to pass a resolution to conduct toll hearings for public input of a prospective toll adjustment for 2026.

The hearings were duly advertised, and three hearings were conducted in early October, along with public comment being collected via other methods in the forms located on the Commission's website during the 37-day comment period. All comments and staff responses were provided in a public comment and hearing process report to Commissioners for their review prior to this morning's public meeting.

As such, after the due diligence of executive staff and Commissioner review, for your consideration, today's agenda includes a resolution to adopt a 2026 toll adjustment. We ask for your support on this consequential Commission action.

Today's agenda also includes resolutions related to contract awards for professional services for non-destructive structural pin testing based on conditions uncovered during our New Hope-Lambertville Toll Supported Bridge Rehabilitation Project.

These contracts will provide for testing for all other bridge locations that have similar structural connections. The beginning of next year's business insurance policies' approval starts at this meeting, with the remainder at our December meeting, along with personnel actions for your consideration.

So, as we enter the week of Thanksgiving, we give thanks for all the Commission has accomplished and its resilience through adversity.

Happy Thanksgiving and safe travels. Thank you, Commissioners. That concludes my comments for today.

APPROVAL OF MINUTES FOR REGULAR COMMISSION MEETING OCTOBER 27, 2025

R: 5308-11-25-ADM-01-11-25

Executive Director Resta addressed the meeting and requested the adoption of a Resolution approving the Minutes of the Commission Meeting held October 27, 2025.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

"RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025 that the Minutes of the Regular Commission Meeting held on October 27, 2025, are hereby approved."

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four

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affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

APPROVAL OF OPERATIONS REPORT-MONTH OF OCTOBER 2025

R: 5309-11-25-ADM-02-11-25

Executive Director Resta addressed the meeting and asked if there were any questions on any of the reports contained in the “Operations Report”.

At the conclusion of the review, Vice Chair Janvey moved and Chairman Komjathy seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025 that the Operations Report, which reflects Commission activity for the month of October 2025, is hereby approved.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

APPROVAL OF THE COMMITTEE MEETING SCHEDULE FOR 2026

R: 5310-11-25-ADM-03-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Committee Meeting Schedule for 2026 is hereby approved.

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

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APPROVAL OF REGULAR MONTHLY COMMISSION MEETING SCHEDULE FOR 2026

R:5311-11-25-ADM-04-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Vice Chair Janvey moved and Chairman Komjathy seconded the adoption of the following Resolution:

"RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Regular Monthly Commission Meeting Schedule for 2026, is hereby approved."

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

2026 TOLL ADJUSTMENTS-ADOPTION

R:5312-10-25-FIN-01-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

Executive Director Resta addressed the meeting and said:

We will be conducting a roll call vote for this particular resolution.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

Executive Director Resta addressed the meeting and said:

As a reminder, this resolution includes the proposed 2026 toll rates of \$2 for class-one vehicles with up to two axles and less than eight feet in height for E-Z Pass account users; \$5 for class-one vehicles with up to two axles and less than eight feet in height for toll-by-plate user; \$6.50 per axle for class-two through seven vehicles eight feet and above in height for E-Z Pass users; \$8 per axle for class-two through seven vehicles eight feet and above in height for toll-by-plate users. All other classifications and toll schedule information is attached to this resolution. Discussion? For the record, Commissioner Shahid did just join us, so we are going to mark him as present.

Commissioner Shahid joined the meeting

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Executive Director Resta addressed the meeting and said:

Commissioner Laurenti, do you wish to make comment?

Commissioner Laurenti addressed the meeting and said:

Yes. Thank you. So, toll increases are always unwelcome, but in my 16 years as a member of this Commission, I have been asked to vote just three times for a systemwide toll increase. And I just want to note when I began as a commissioner, the then ED presented an increase, and it was just approved, so a major improvement has followed where we do share the rationale for an increase, and we seek input. And I thank the public for their comments which is a reflection of this process. Despite the post-COVID inflationary surge, the Commission held the line on tolls, and I just note that we do not annually increase them unlike other agencies around us. Unfortunately, we cannot continue in our current situation as costs continue to escalate, aggravated also by this year's tariff chaos. We want all of our bridges to be safe for our driving public, as well as for those who use our bridges by walking and biking and other ways of transportation. And if that includes also, I just want to note, our toll-supported bridges. And that reference to those toll-supported bridges, those tolls also support the cost, and they are used extensively throughout the system. Thank you very much.

Executive Director Resta addressed the meeting and said:

Thank you, Commissioner. Any other Commissioners wish to make comment? Commissioner Ciesla?

Commissioner Ciesla addressed the meeting and said:

I'm grateful to be serving on the Bridge Commission and represent the people I serve. We are all aware that we saw unprecedented levels of inflation in 2021, 2022 and even 2023. As the cost of living rose to heights not seen since the 1970s, commuters who had the opportunity to save money by taking one of our free bridges instead of one of our toll bridges did so. Traffic in the areas around our free bridges has greatly increased. As someone who lives in an area where free bridges are a stone's throw away from a toll bridge, I have personally seen and felt the impact on the areas surrounding the Northampton Street Bridge. I hear the concerns of all who travel there, and I am trying to do something about it. My concern with yet another toll increase on commuter cars is that the public can't afford it, and more and more drivers will use our free bridges increasing traffic in our already burdened neighborhoods and actually, reducing our toll collections. The surrounding areas can't handle it, and neither can our personal budget. I have requested two other scenarios that would have either kept the car commuter rates the same or raised it only slightly. Unfortunately, this proposal still includes the increase to \$2 per car. At a time when maybe we should be tightening its belt -- our belts, you are asking our commuters to tighten theirs even more, but they are tightening them in every single area of their lives, and I cannot in good conscience ask them to pay more.

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Executive Director Resta addressed the meeting and said:

Thank you, Commissioner. Any other Commissioners want to comment? Commissioner Janvey?

Vice Chair Janvey addressed the meeting and said:

We don't have free bridges.

Commissioner Ciesla addressed the meeting and said:

That's the problem.

Vice Chair Janvey addressed the meeting and said:

I know. I worked here and called them that 20 years, but for the record, they are supported by the tolls.

Commissioner Ciesla addressed the meeting and said:

That's what people call them.

Vice Chair Janvey addressed the meeting and said:

They're toll-supported.

“WHEREAS, the Delaware River Joint Toll Bridge Commission (the “Commission”) is a bi-state agency created under the authority of the Compact Clause of the United States Constitution, and by identical statutes enacted by both the State of New Jersey and Commonwealth of Pennsylvania and ratified by the United States Congress, to erect, operate and maintain a series of bridges, spans, and appurtenances on, over, and near the Delaware River between the State of New Jersey and Commonwealth of Pennsylvania; and

“WHEREAS, Commission funding originates strictly from the tolls it collects at its eight (8) toll bridges; and

“WHEREAS, the Commission does not receive state or federal subsidies to operate its transportation system and services or to erect and maintain its bridges, appurtenant structures and staff, but rather uses a share of its tolls to operate and maintain its current inventory of toll bridges and twelve (12) non-revenue-generating “toll-supported” bridges that connect New Jersey and Pennsylvania along the fresh-water portion of the Delaware River separating the two states, together with seventy-nine (79) lane miles of road surface, thirty-nine (39) short-distance approach bridges (overpasses or viaducts), and various other maintenance and operational facilities and staff; and

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“WHEREAS, the Commission has an important responsibility to its customers and host communities to manage the Commission’s finances wisely, in both the short term and the long term; and

“WHEREAS, the Commission is committed to an ongoing capital program to ensure the safety, efficiency, and structural integrity at its tolled and toll-supported bridges; and

“WHEREAS, the Commission intends to carry out its promise of providing the public with numerous improvements in transportation infrastructure, traffic-congestion relief, and safety and security; and

“WHEREAS the Commission must preserve and protect the Commission’s revenue base to ensure it can fund its operating, maintenance, and capital responsibilities in multiple economic environments; and

“WHEREAS, the Commission desires to maintain or improve the Commission’s creditworthiness and public credit rating (“Credit Rating”) to ensure cost-efficient access to capital markets; and

“WHEREAS, the Commission’s 2003 Bond Indenture requires, among other things, that the Commission take certain steps so that the net revenue generated by the Commission from certain funding sources is at least an amount that satisfies those certain formulae set forth in detail in the Security for Bonds, Rate Covenant section of the 2003 Bond Indenture (the “Minimum Debt Service Coverage Ratio”); and

“WHEREAS, in 2020, the Commission adopted a Financial Resilience Policy affirming that the minimum targeted cash balance of the Commission shall be the greater of Eighty Million Dollars (\$80,000,000.00) or fifteen percent (15%) of the Commission’s then current outstanding principal indebtedness (the “Minimum Balance”) to achieve the Commission’s optimal targeted debt service coverage in an amount equal to or greater than two (2) times annual debt service for each year bonds are outstanding (the “Target Coverage Ratio”); and

“WHEREAS: the Commission’s Financial Resilience Policy requires the Commission to assess the need for toll adjustments in any year in which its General Reserve Fund balance is projected to fall below Minimum Balance and the projected Coverage Ratio will fall below 1.75 times annual debt service; and

“WHEREAS, after sufficient investigation, deliberation, and study into the matter, the Commission projects that its General Reserve Fund balance will fall below the Minimum Balance threshold, and the Coverage Ratio will fall below the targeted ratio of the minimum 1.75 times annual debt service without steps to enhance projected revenues; and

“WHEREAS, the standard for assessing the need for toll adjustments set forth in the Commission’s Financial Resilience Policy has been met;

“WHEREAS, in accordance with its policy, the Commission initiated its hearing process to assess the need for a Toll Adjustment with public hearings occurring on: October 7, 2025, from

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10:30 a.m. to 12:30 p.m.; October 7, 2025, from 6:00 p.m. to 8:00 p.m.; and October 9, 2025, from 6:00 p.m. to 8:00 p.m.; and

“**WHEREAS**, the Commission opened public comment on the proposed toll adjustment and received and circulated a written summary to the Board Members; and

“**WHEREAS**, after sufficient investigation, deliberation, and study, the Commission concludes that in order to meet and exceed the aforementioned standards and obligations, effective on or after January 1, 2026, the following toll schedule shall be implemented and applied, attached hereto:

“**WHEREAS**, the revised toll rate structure will still allow Commission E-ZPass customers to pay passenger vehicle rates that are lower than any other government toll agencies in the region;

“**WHEREAS**, the revised toll rate structure will enable owners and operators of commercial vehicles (trucks) to pay toll rates that are competitive with or lower than the rates charged by other government toll agencies in the region;

“**WHEREAS**, the proposed adjustments provide for a two-tier system of toll rates under which TOLL BY PLATE (“license-plate-billing”) customers would pay higher tolls than E-ZPass equipped motorists, which pricing mechanism is the prevailing trend among toll agencies nationally, since it helps defray the increased processing costs associated with license-plate-billing collection methods; and

“**WHEREAS**, as a direct and proximate result of the foregoing, and following the commencement and conclusion of a thirty-seven (37) day comment period and three (3) virtual public hearings, the Commission determines and concludes that a toll adjustment is reasonable, necessary and prudent.

“**NOW, THEREFORE, BE IT RESOLVED**, that the Commission’s efforts and standards to maintain its Credit Rating and ensure its financial resilience and stability are hereby ratified, approved and confirmed; and

“**BE IT FURTHER RESOLVED**, that, in connection with the Commission’s debt service, the Commission’s efforts to maintain its Minimum Debt Service Coverage Ratio, Minimum Balance and Target Coverage Ratio, shall be and are hereby ratified, approved and confirmed; and

“**BE IT FURTHER RESOLVED**, that upon approval by the Executive Director, any cost or expense in connection with the adoption and implementation this Resolution shall be paid, as appropriate, from the General Reserve Fund or Operating Fund; and

“**THEREFORE, BE IT RESOLVED**, by the Delaware River Joint Toll Bridge Commission, at its Regular Meeting assembled this 24th day of November 2025 that the Commission, via this Resolution adopts the toll schedule reflected on the toll schedule tables set forth in this resolution and incorporated herein by reference, which shall take effect on or after January 1, 2026.

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Executive Director Resta addressed the meeting and said:

Okay. Thank you. Any more public comments by Commissioners? We have a motion. We have a resolution that has been moved and seconded. Roll call vote. Commissioners in favor please vote by saying yes.

PENNSYLVANIA

Yes No Abstain

Ms. Young	X
Mr. Shahid	X
Mr. Christy	X
Mr. Grace	X
Ms. Janvey	X

NEW JERSEY

Yes No Abstain

Mr. Orcutt	X	
Ms. Ciesla		X
Mr. Lavery	X	
Ms. Laurenti	X	
Mr. Komjathy	X	

Affirmative Votes from NJ : 4

Affirmative Votes from PA: 5

Commissioner Christy addressed the meeting and said:

First of all, I'm sorry. I had my hand raised. This is also about ensuring the reliability and safety and long-term sustainability of our infrastructure that our region depends on. For that, I say yes.

Executive Director Resta addressed the meeting and said:

Thank you.

Executive Director Resta reported that there were five affirmative votes from New Jersey, and five affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

Chairman Komjathy addressed the meeting and said:

Mr. Resta, I just want to make one comment now that the toll increase has passed. I want to thank all the Commissioners, the staff, who have worked very hard over the past year in putting this together. We heard from over I guess 200 some odd folks who have e-mailed us and shared their concerns with us, but as Commissioner Christy said, the lifeblood of the Delaware River going north from Trenton all the way up to New York Pennsylvania borders relies on our bridges, whether they are tolled or toll-supported. So, I just want to let everybody know, look, I know these are difficult times, but compared to other tolling agencies people are getting a deal here because we operate this Commission very well, both financially and operationally. It's done because the tolls that the commuters pay to cross our facilities. So, we take your concerns, and we take your

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comments very seriously, but we have to continue the lifeblood of this area, so I want to thank everybody again for the fine job over the past year of putting this together.

Executive Director Resta addressed the meeting and said:

Okay. Thank you, Chairman.

Commissioner Christy left the meeting

RENEWAL OF UNDERGROUND STORAGE TANK INSURANCE POLICY

R: 5313-11-25-INS-01-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Lavery moved and Commissioner Grace seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Commission authorizes renewal of the following insurance policy with the incumbent carrier for the term December 1, 2025 to December 1, 2026: Pollution Liability Coverage: Underground Tank, E-P

“RESOLVED: that the Commission authorizes the Executive Director to affect this renewal, as applicable, of the aforementioned insurance policy.”

Commissioner Ciesla addressed the meeting and said:

I need to abstain due to a conflict.

Executive Director Resta addressed the meeting and said:

Thank you, Commissioner.

Executive Director Resta reported that there were four affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was adopted.

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PROFESSIONAL ENGINEERING SERVICES NON-DESTRUCTIVE BRIDGE PIN TESTING AT SOUTHERN REGION BRIDGES, CONTRACT C-813A-AWARD OF CONTRACT

R: 5313-11-25-ENG-01-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Shahid moved and Commissioner Orcutt seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Commission award Contract No. C-813A, Non-Destructive Bridge Pin Testing at Southern Region Bridges to Pennoni Associates of King of Prussia, Pennsylvania for a not-to-exceed amount of \$1,077,133.19.

“RESOLVED: Identify the Operating Fund as the source of funds required for payment of any invoices.

“RESOLVED: The Executive Director is hereby authorized to approve and execute all necessary contracts on behalf of the DRJTBC.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

PROFESSIONAL ENGINEERING SERVICES NON-DESTRUCTIVE BRIDGE PIN TESTING AT CENTRAL REGION BRIDGES, CONTRACT C-813B-AWARD OF CONTRACT

R: 5315-11-25-ENG-02-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Grace moved and Commissioner Laurenti seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Commission award Contract No. C-813B, Non-Destructive Bridge Pin Testing at Central Region Bridges to Modjeski and Masters of Mechanicsburg, Pennsylvania for a not-to-exceed amount of \$873,488.66.

“RESOLVED: Identify the Operating Fund as the source of funds required for payment of any invoices.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
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“RESOLVED: The Executive Director is hereby authorized to approve and execute all necessary contracts on behalf of the DRJTBC.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

PROMOTION OF CARL BRIGHT TO TOLL BRIDGE CORPORAL, CENTRAL REGION

R: 5316-11-25-PER-01-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Grace moved and Commissioner Orcutt seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that Carl Bright be promoted to the position of Toll Bridge Corporal, Central Region, in the Public Safety and Bridge Security Division. Compensation shall be set at \$70,403, which is the starting salary for the Toll Bridge Corporal position in accordance with the Salary Table effective January 1, 2025. The appointment to be made pending satisfactory completion of the required personnel processing.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

PROMOTION OF THOMAS KREIDLER TO TOLL BRIDGE CORPORAL, CENTRAL REGION

R: 5317-11-25-PER-02-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Lavery moved and Commissioner Shahid seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that Thomas Kreidler be promoted to the position of

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
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Toll Bridge Corporal, Central Region, in the Public Safety and Bridge Security Division. Compensation shall be set at \$70,403, which is the starting salary for the Toll Bridge Corporal position in accordance with the Salary Table effective January 1, 2025. The appointment to be made pending satisfactory completion of the required personnel processing.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

PROMOTION OF MATTHEW GARY TO REGIONAL MAINTENANCE SUPERVISOR, CENTRAL REGION

R: 5318-11-25-PER-03-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Ciesla moved and Commissioner Grace seconded the adoption of the following Resolution:

“**RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that Matthew Gary be appointed to the position of Regional Maintenance Supervisor, Central Region, in the Maintenance & Fleet Operations Division. Compensation shall be set at \$96,322, which is the starting salary for the Regional Maintenance Supervisor position in accordance with the Salary Table effective January 1, 2025. The Promotion to be made pending satisfactory completion of the required personnel processing.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

PROMOTION OF MAINTENANCE EMPLOYEES (5) INDIVIDUALS

R: 5319-11-25-PER-04-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Vice Chair Janvey moved and Chairman Komjathy seconded the adoption of the following Resolution:

“**RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Commission authorizes the Executive Director to affect the promotions of the following employees, at the stated salary at the start of the

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
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first pay period after the approval of this Resolution to the classifications indicated: Stephen Bartzak NHL Maintenance Worker I \$60,385, David Myers NHL Maintenance Worker I \$60,385, William Findley NHL Maintenance Worker I \$60,385, Francis Cannon SRMC Maintenance Worker II \$52,164, Adam Guderian EP Maintenance Worker II \$52,164.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

**PROMOTION OF PUBLIC SAFETY & BRIDGE SECURITY EMPLOYEE (1)
INDIVIDUAL**

R: 5320-11-25-PER-05-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Commissioner Orcutt moved and Commissioner Shahid seconded the adoption of the following Resolution:

“**RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that the Commission authorizes the Executive Director to affect the promotion of the following employee, at the stated salary at the beginning of the pay period immediately following their position anniversary date, in accordance with established policy. Connor Mills SR Toll Supported Bridge Monitor I \$58,297.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

**APPROVAL OF RETIREMENT BENEFITS, ROBERT GERONEMO, FLEET
OPERATIONS MANAGER**

R: 5321-11-25-PER-06-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Vice Chair Janvey moved and Chairman Komjathy seconded the adoption of the following Resolution:

“**RESOLVED:** by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, that subject to applicable practices and procedures,

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

the Commission approves the provision of retirement benefits to Robert Geronemo who is to retire on January 23, 2026.”

Vice Chair Janvey addressed the meeting and said:

I will greatly miss “G”, but good for him. So moved.

Chairman Komjathy addressed the meeting and said:

I'll second what Commissioner Janvey said. He's spent a lot enough time here as the Commission character and he will be missed and wish him best in his -- in his retirement. Well-deserved.

Executive Director Resta addressed the meeting and said:

Okay. Thank you, sir.

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

Executive Director Resta addressed the meeting and said:

The last action for today's consideration is ratification of payments to counsel. We will do a recitation of all four resolutions and do one voice vote.

APPROVAL FOR PAYMENT OF INVOICES, CHIESA, SHAHINIAN & GIANTOMASI, NJ LABOR COUNSEL

R: 5322-11-25-ACCT-01-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

“RESOLVED: by the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, authorizes payment of invoice #653896 in the total amount due of \$ 2,075.00 for professional services rendered by Chiesa, Shahinian & Giantomasi, New Jersey Labor Counsel.

“RESOLVED: Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

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Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

APPROVE PAYMENT OF INVOICES, ARCHER LAW, PA GENERAL COUNSEL

R: 5323-11-25-ACCT-02-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

“RESOLVED: By the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, authorizes payment of invoices #4372216, #4372217, #4372218, and #4372219 in the total amount of \$1,950.00 for Professional Services Rendered by Archer Law, Pennsylvania General Counsel.

“RESOLVED: Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

APPROVE PAYMENT OF INVOICES, STRADLEY RONON, PA LABOR COUNSEL

R: 5324-11-25-ACCT-03-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

“RESOLVED: By the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, authorizes payment of invoices # 25102972, and #25102970 in the total amount of \$3,825.00 for Professional Services Rendered by Stradley Ronon, PA Labor Counsel.

“RESOLVED: Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
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Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

APPROVE PAYMENT OF INVOICES, FLORIO, PERRUCCI, STEINHARDT AND CAPPELLI, NJ GENERAL COUNSEL

R: 5325-11-25-ACCT-04-11-25

Executive Director Resta addressed the Meeting and asked the Commission Members, if, after their review, there were any questions.

At the conclusion of the review, Chairman Komjathy moved and Vice Chair Janvey seconded the adoption of the following Resolution:

“RESOLVED: By the Delaware River Joint Toll Bridge Commission at its Regular Meeting assembled this 24th Day of November 2025, authorizes payment of invoices #654673, #65530, and #645672 in the total amount due of \$950.00 for Capital and Non-Capital Professional Services Rendered by Florio, Perrucci, Steinhardt and Cappelli, NJ Legal Counsel

“RESOLVED: Identifying the Operating Fund as the source of funds required for any and all disbursements.”

Executive Director Resta reported that there were five affirmative votes from New Jersey, and four affirmative votes from Pennsylvania.

Executive Director Resta then invited any further questions on the Resolution. No further questions were presented, and the Resolution was unanimously adopted.

INVITE ANY COMMENTS FROM THE PUBLIC

Executive Director Resta addressed the meeting and said:

We have moved to the portion of our meeting where we invite any further new business comments from the public. If there is anyone on the Teams call from the public that wishes to make new business comments, please provide your name and town and we will provide you with three-minute period for comment. Hearing none.

SCHEDULING OF THE DECEMBER 22, 2025 MEETING

Executive Director Resta addressed the Meeting and stated that the Commission's next meeting is scheduled to be held Monday, December 22, 2025.

This meeting will be called to Order at 10:30 a.m. at the Scudder Falls Administration Building, 1199 Woodside Road, Yardley, PA 19067.

Executive Director Resta assured the Commission Members that an “Official Notice of Meeting” would be forwarded to each and every Member of the Commission.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

ADJOURNMENT

Commissioner Grace then moved that the Meeting be adjourned, and Chairman Komjathy seconded. The voice vote was unanimously affirmative, and the Meeting was adjourned at 11:00 a.m., Monday, November 24, 2025.

Prepared and submitted by:


HEATHER L. MCCONNELL
Executive Administrative Generalist/
Commissioner Liaison

Attested by:


ARNOLD J. CONOLINE
Assistant Secretary/Treasurer

Approved by:


JOSEPH J. RESTA
Executive Director

PROPOSED TOLL RATES BY VEHICLE CLASS FOR ALL TOLL BRIDGES

VEHICLE TYPE	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)	
	Toll Schedule Effective Revenue Day on or after 1/1/2026 (12:01 AM)	
	TOLL-BY-PLATE	E-ZPASS
CLASS 1 (Passenger Vehicle) Vehicles with up to two axles and less than 8-feet in height.	\$5.00	\$2.00
CLASS 11 Class 1 vehicle with a trailer Vehicles with up to two axles and less than 8-feet in height.	\$7.00	\$4.00
CLASS 2 (Light Truck) 2-axle vehicle eight feet and above in height.	\$16.00	\$13.00
CLASS 3 (Truck) 3-axle vehicle	\$24.00	\$19.50
CLASS 4 (Truck) 4-axle vehicle	\$32.00	\$26.00
CLASS 5 (Truck) 5-axle vehicle	\$40.00	\$32.50
CLASS 6 (Truck) 6-axle vehicle	\$48.00	\$39.00
CLASS 7 (Truck) Vehicle with 7 or more axles	\$56.00	\$45.50
Extra Axle Charge for Class 7 vehicles	\$8.00	\$6.50

¹⁾ The per-axle rate for Class 2 through Class 7 trucks is \$6.50 for E-ZPass vehicles and \$8.00 for Pay-By-Plate vehicles.

²⁾ Class 2 through Class 7 vehicles with a trailer and/or towed vehicle will be charged for the total combined axles at the per axle rate indicated in 1st note.

³⁾ All vehicle classes with a fifth wheel/gooseneck trailer will be charged for the total combined axles at the per axle rate indicated in 1st note.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)

Public Comment & Hearing Process Report

Proposed System-Wide 2026 Toll Adjustments

This report summarizes the public comment process for the Delaware River Joint Toll Bridge Commission's (DRJTBC) proposed toll adjustments to take effect on a yet-to-be-determined date in early 2026. This report includes all eligible comments received before the 4 p.m. October 24, 2025 close of a public comment process originally scheduled to last 30 days and subsequently extended a week for a total 37-days duration – September 18 to October 24.

This report is compiled for presentation and review by the DRJTBC's Board of Commissioners prior to its November 24, 2025 meeting. This report is a required element of the Commission's policy on gathering public comments for toll-setting purposes – first adopted on July 29, 2013 and subsequently amended on January 25, 2021 and amended/revised on September 22, 2025 to clarify the scheduling and conducting of three virtual public hearings..

SUMMARY OF PROPOSED TOLL ADJUSTMENTS

The proposed changes to the agency's toll-rate schedule are as follows:

1. Authorize a \$2 E-ZPass toll rate for Class 1 passenger vehicles (two axles and below eight-feet high).
2. Authorize a \$5 TOLL BY PLATE (license-plate billing) toll rate for non-E-ZPass-equipped vehicles (two axles and below eight-feet high).
3. Set the E-ZPass rate for trucks, buses, and other non-Class 1 vehicles (Classes 2 and above – vehicles with two or more axles and eight feet in height or higher) at \$6.50 per axle.
4. Set the TOLL BY PLATE rate for trucks, buses, and other non-Class 1 vehicles (Classes 2 and above – vehicles with two or more axles and eight feet in height or higher) at \$8 per axle.
5. Maintain the additional \$2 toll rate for trailers or vehicles in tow by a Class 1 vehicle with a resulting \$4 E-ZPass rate and \$7 TOLL BY PLATE rate.

SUMMARY OF TOLL-SETTING AND COMMENT PROCESS

At the monthly Commission meeting on July 28, 2025, DRJTBC Executive Director Joseph J. Resta announced during his introductory remarks that the Commission needed to increase toll rates to meet the terms of the agency's Financial Resilience Policy. Adopted in 2020, this policy sets the financial parameters for initiating toll adjustments. Resta outlined the various factors necessitating the toll adjustment. He requested Commissioners' support for a meeting agenda resolution initiating a toll adjustment hearing process within the coming months. The resolution passed unanimously.

A press release was issued after the meeting to inform the public of the Commission's intentions to raise all of its toll rates in early 2026. The news announcement generated open-source media coverage throughout the Commission's service jurisdiction over the next few days. The news release was posted on the Commission website and a homepage pop-up message directed website visitors to this initial announcement.

A new webpage – Proposed Toll-Rate Schedule for 2026, <https://www.drjtbc.org/proposednewtolls> – was constructed and published on the Commission website in early August. The webpage's design mirrored the current toll rates webpage. Both pages were accessible by desktop/laptop and mobile devices. Each contained button links at the top to facilitate comparative viewing by toll bridge customers.

Another webpage – 2026 Toll Adjustments Comments, Hearings, and Approval Process, <https://www.drjtbc.org/tollcomments> – was later created and published to provide additional information about the toll adjustment and the corresponding hearings and public comment process.

Both toll-adjustment-related webpages could be accessed through the drop-down menu for the website's Tolls & Travel section. They also were interlinked and, when applicable, featured buttons that could be clicked on to access forms for submitting comments on the proposed toll adjustments.

The 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage outlined the Commission's process through which the toll changes were announced and would proceed through public review and comment, and finally Commission consideration and action:

1. The Commission announces at its July 28 meeting — and through the issuance of a press release — that it is considering a proposed toll adjustment(s) to take effect on a yet-to-be-determined date in 2026. The release explains the proposed rate changes for Class 1 (passenger) vehicles and for the per-axle rates that would be applied for Class 2 vehicles and above. A formal 30-day public comment period was announced on Sept. 18. It is scheduled to end 4 p.m. (close of business) Oct. 17. Three virtual toll hearings also will be held as part of this comment process. The proposed toll adjustment schedules and this webpage explaining the toll setting/comment process are published on this website for public viewing. Comment submissions may be submitted through a form available on this webpage (see button above).
2. 10 days after initial publication of a public notice in designated news outlets serving the Commission's Pennsylvania-New Jersey service jurisdiction, three remote/virtual public hearings will be conducted on two different dates. Comments at a public hearing are limited to three minutes per person. (People must pre-register with their full name and municipality/state of residence to provide comment at one virtual hearing.) Public comment also can be submitted via a button-activated form on this webpage (see above) or the proposed toll rates webpage www.drjtbc.org/proposednewtolls. Comments can also be submitted via U.S. Mail and e-mail message sent to tollcomments@drjtbc.org. In all instances, people wishing to be made part the official public record must include their first and last names, municipality and state of residents, and a respective email address and/or phone number (for verification purposes only).

3. All eligible comments and hearing testimony will be gathered and reviewed by Commission staff. This record will be compiled into a report with accompanying staff responses and a summation of the collected public comments/testimony. Upon completion, this report and summary will be provided to DRJTBC Commissioners before deciding whether to approve, modify/approve, or reject the proposed toll adjustment(s).
4. Under the Commission's toll-adjustment comment/hearing policy (revised Sept. 22, 2025 under resolution FIN-01-09-25) the public also may provide comments during the monthly virtual meeting at which Commissioners decide to take action on the proposed toll adjustment(s). Note: This has been a long-standing Commission practice.

The page also listed the "Key Dates" in the toll-setting process:

July 28 – Executive Director Joseph J. Resta announces during his report at the Commission's [July meeting](#) that without enhanced revenue the agency's Debt Service Coverage Ratio and General Reserve Fund Balance is expected to fall below the minimums cited in the Commission's Financial Resilience Policy. Resta explained that capital program construction costs have increased approximately 35 percent during the past five years, with future annual escalation of approximately four percent being placed on projects yet to be initiated. Commissioners unanimously pass a resolution during the meeting authorizing a process to assess the need for a prospective toll adjustment. A [press release](#) announcing the proposed toll adjustment and prospective rate changes is posted and distributed, generating news coverage throughout the Commission's service jurisdiction.

Aug. 7 – Commission publishes on its website the full proposed toll rate changes to take effect on a yet-to-be-determined date in 2026: <https://www.drjtbc.org/proposednewtolls>

Sept. 18 – The Commission opens a 30-day comment period on the proposed toll adjustment. The comment process is announced through the issuance of a [press release](#) and website and Facebook page posts.

Sept. 22 – Commissioners approve a resolution authorizing three remote hearings (also called virtual hearings) be held as part of the public comment process for the proposed 2026 toll rate changes and for any subsequent toll adjustments. A [press release](#) announcing the virtual hearing dates and times is issued. The release states that the hearings will be conducted through the Zoom video conferencing platform and teleconferencing.

Sept. 26 – In accordance with Commission policy, a Public Notice about the three remote toll hearings is published in the New Jersey and Pennsylvania news outlets that advertise monthly Commission meetings. The notice also is posted on the Commission website. The 2026 Toll Adjustments Comments Process webpage explaining the comment/hearing process and other information related to the proposed toll adjustments also is made available on the Commission website -- www.drjtbc.org. In addition to the hearings, the Public Notice and the webpage note how individuals can provide comment through an online form, by email, and via U.S. Mail until the comment period closes 4 p.m. October 17.

Oct. 1 – Commission opens pre-registration for the toll hearings. ~~Pre-registration closes 4 p.m. EDT Oct. 6.~~ Registration for hearings extended to one hour before each respective hearing on Oct. 7 and 9.

Oct. 7 – The first two virtual toll hearings take place via the Zoom online conferencing platform and teleconferencing connection. First at 10:30 a.m. to 12:30 a.m. Second at 6 p.m. to 8 p.m.

Oct. 9 – The third virtual hearing on the proposed toll adjustments takes place via the Zoom video conferencing platform and teleconferencing connection at 6 p.m. to 8 p.m.

~~October 17~~ REVISED - October 24 -- The public comment period on the proposed toll adjustments for 2026 closes at 4 p.m. (Note: Comment period was extended one week past its original Oct. 17 end date.)

Nov. 24 -- DRJTBC's 10-member Board of Commissioners considers the toll adjustment, the compiled public comments, and makes a decision. Commissioners may adopt the proposed toll adjustment, adopt it with modifications, or reject it. The public may provide comment – 3-minute time limit per individual – during the appointed time for public comment on agenda items.

Jan. 1, 2026 -- If approved by Commissioners, any authorized toll schedule changes would take effect on or after this date -- specific date to be announced by the Commission once determined.

VARIOUS ITEMS POSTED OR DISTRIBUTED FOR THIS PROCESS

As directed under Commission policy, public notices announcing the proposed adjustments and hearings/comment process were published in newspapers that carry Commission meeting advertisements. The public notices were published in respective news outlets on Sept. 26 and 28.

The following are sample copies of the published notice:

Publication City and State:

Trenton , NJ

Publication County:

Mercer

Notice Popular Keyword Category:

Notice Keywords:

Delaware River Joint Toll Bridge Commission

Notice Authentication Number:

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853581698

Notice URL:

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Notice Publish Date:

Friday, September 26, 2025

Notice Content

PUBLIC NOTICE HEARINGS AND COMMENT PERIOD PROPOSED 2026 TOLL RATE ADJUSTMENTS FOR DRJTBC TOLL BRIDGES Notice is hereby given that the Delaware River Joint Toll Bridge Commission (DRJTBC) of Yardley, PA has initiated a public comment process on a series of proposed toll adjustments to take effect on a yet-to-be-determined date in 2026. The proposed changes would uniformly apply to the DRJTBC's eight toll bridges at: Milford-Montague (Route 206), Delaware Water Gap (I-80), Portland-Columbia (Routes 611, 46 and 94), Easton-Phillipsburg (Route 22), I-78, New Hope-Lambertville (Route 202), Scudder Falls (I-295) and Trenton-Morrisville (Route 1). The proposed toll rate-setting actions are summarized as follows: 1. Authorize a \$2 E-ZPass toll rate for Class 1 passenger vehicles (two axles and below eight-feet high). 2. Authorize a \$5 TOLL BY PLATE (license-plate billing) toll rate for non-E-ZPass-equipped vehicles (two axles and below eight-feet high). 3. Set the E-ZPass rate for trucks, buses, and other non-Class 1 vehicles (Classes 2 and above vehicles with two or more axles and eight feet or higher) at \$6.50 per axle. 4. Set the TOLL BY PLATE rate for trucks, buses, and other non-Class 1 vehicles (Classes 2 and above vehicles with two or more axles and eight feet or higher) at \$8 per axle. 5. Maintain the additional \$2 toll rate for trailers or vehicles in tow by a Class 1 vehicle with a resulting \$4 E-ZPass rate and \$7 TOLL BY PLATE rate. The proposed 2026 toll rate schedule for the DRJTBC's toll bridges are posted at: www.drjtbc.org/proposednewtolls. A 30-day comment period was initiated through the Commission's website www.drjtbc.org and announced on September 18, 2025. Three remote/virtual hearings will be held as part of this process, pursuant to the Commission's Toll Adjustment Public Hearing and Comment Policy as revised for 2026 toll review process and any subsequent toll adjustments (FIN-01-09-25). The virtual public hearings will be conducted through the Zoom online public platform and by teleconferencing. Pre-registration is required to speak at a public hearing. The three virtual public hearings are as follows: - October 7, 2025 10:30 a.m. to 12:30 p.m. - October 7, 2025 6 p.m. to 8 p.m. - October 9, 2025 6 p.m. to 8 p.m. Zoom access links and teleconferencing numbers and codes for the online hearings will be posted by Oct. 1 on the webpage the Commission is publishing for this toll adjustment comment process -- www.drjtbc.org/tollcomments. Individuals interested only in watching the livestream Zoom broadcast will need to provide, at a minimum, a name and e-mail address. Teleconferencing will be the only means for individuals to listen to the hearings without providing any identifying information. Members of the public who wish to provide verbal comment at a virtual hearing through Zoom or via teleconferencing must register ahead of the meeting dates. Registrations will be accepted online through a portal posted on www.drjtbc.org/tollcomments or by phone at 1-267-394-6561 from Oct. 1 to Oct. 6. Additional instructions for registering online are expected to be published at www.drjtbc.org/tollcomments by Oct. 1. Online commenters will need to provide their first and last names, municipality and state of residence, and an email address (for confirmation purposes). Individuals planning to speak by phone through a

teleconference phone number must provide their first name and last name, municipality and state of residence, and the last four digits of the phone number they will use to call into a selected hearing. Individuals are limited to providing comment for up to three minutes at one hearing only. Registration is first-come, first-served until all available slots at each respective hearing are filled. Under Commission policy, additional public comment submission methods are: Commission website: Use the form posted at www.drjtbc.org/proposednewtolls or www.drjtbc.org/tollcomments U.S. Mail -- address the submission to Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA. 19067. (Mailed comments must be postmarked by October 17 to be part of the official record.) E-mail Individuals providing first and last names, municipality of residence, and state of residence can send comments for inclusion in the official record to tollcomments@drjtbc.org. (E-mail addresses and phone numbers are requested for confirmation purposes, but will not be included in the official record.) The webpage www.drjtbc.org/tollcomments provides additional guidance and links on the proposed toll adjustment. The page has a link for downloading Zoom onto a computer or mobile phone, an explanation of the toll hearing/comment process, key dates, frequently asked questions, and other information related to the proposed toll adjustments. The public comment period on the proposed toll adjustments for 2026 shall end 4 p.m. Oct. 17, 2025. Comments received after the deadline will not be accepted. Anonymous comments are void and will be discarded. Eligible commenters' names and municipalities/states of residence will be included with their respective comments as part of the public record for this proposed toll adjustment. All eligible comments will be presented to DRJTBC Commissioners prior to consideration and action (approve, modify-approve, or reject) on the proposed toll adjustments at the Commission's monthly meeting scheduled for 10:30 a.m. November 24, 2025. 9/26, 9/28/25 THE TIMES \$166.92

Publication City and State:

Trenton , NJ

Publication County:

Mercer

Notice Popular Keyword Category:

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Sunday, September 28, 2025

Notice Content

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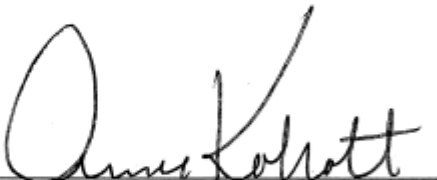
DRJTBC
1199 Woodside RD # 1001
Yardley PA 19067-1334


STATE OF WISCONSIN, COUNTY OF BROWN

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PUBLIC NOTICE
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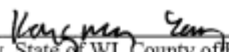
The Pocono Record, a newspaper printed and published in the city of Stroudsburg, and of general circulation in the County of Monroe, State of Pennsylvania, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated on:

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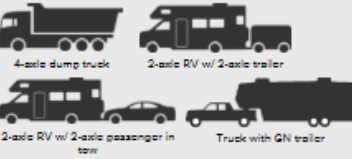



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September 26, 28 2025
LSOM0376826

As required under Commission policy, the proposed toll adjustments were published on the Commission’s website – www.drjtbc.org. This page also contained links to the current toll rates schedule, for submitting comments on the proposed rate changes; and for the related 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage.

Proposed Toll Rates for 2026

CLASS	VEHICLE DESCRIPTION	TOLL RATES (Proposed)		
		E-ZPass <i>E-ZPass</i>	TOLL-BY-PLATE	
CLASS 1	Includes vehicles with up to 2 axles and less than 8-feet high. A passenger vehicle with a trailer or vehicle in tow gets charged an additional \$2 regardless of the number of rolling axles. Per-axle commercial/truck rates (\$6.50 per-axle E-ZPass or \$8 per axle TOLL BY PLATE) would apply for Class 1 vehicles with gooseneck/fifth-wheel trailers in tow. See rates for Class 3, 4, or 5, as applicable.)	2-Axle  Motorcycle, cars, SUVs and light trucks	\$2	\$5
	w/trailer 	\$4	\$7	
CLASS 2 & UP	Includes any vehicle 8-feet or above in height with two or more axles. Tolls would be \$6.50 per axle for E-ZPass and \$8 per axle for TOLL-BY-PLATE. Class 2 (two-axle) vehicles include small box trucks, flatbed trucks, school buses, small recreational vehicles, certain sprinter vans, and certain conversion vans. Class 1 vehicles with gooseneck/fifth-wheel trailers in tow also would be charged \$6.50 per axle E-ZPass or \$8 TOLL BY PLATE (see rates for Classes 3, 4, and 5). Class 2 (two axles) and Class 3 (three axles) vehicles with trailers would be charged an additional \$6.50 for E-ZPass or \$8 TOLL BY PLATE for each additional axle in tow (see rates for Classes 3, 4, and 5).	2-Axle 	\$13	\$16
	3-Axle 	\$19.50	\$24	
	4-Axle 	\$26	\$32	
	5-Axle 	\$32.50	\$40	
	6-Axle 	\$39	\$48	
	7-Axle 	\$45.50	\$56	

The proposed toll rates above (Class 1 \$2 E-ZPass and \$5 TOLL BY PLATE) (Class 2 and above \$6.50 per axle E-ZPass and \$8 per axle TOLL BY PLATE) were announced July 28, 2025. These tables are posted here for purposes of gathering public comment before the Delaware River Joint Toll Bridge Commission's Board of Commissioners decide whether to approve, modify/approve, or reject the proposed rates. The Commission is expected to consider action (approve, modify and approve, or reject) at its monthly meeting scheduled for 10:30 a.m. November 24. An implementation date for these proposed toll rate changes — if approved — has yet to be determined. More information on how and when the public may comment is available at the [2026 Toll Adjustments Comments, Hearings, and Approval Process webpage](#).

Note: The Commission adheres to a two-tiered toll-pricing model (higher tolls for TOLL BY PLATE transactions and lower tolls for E-ZPass transactions). TOLL BY PLATE tolls are higher because that payment method involves higher processing costs for identifying vehicle owners and mailing billings. (Note: E-ZPass is used in more than 85 percent of passenger vehicle toll transactions and 90 percent of commercial vehicle toll transactions in the Commission's bridge system.)

E-ZPass

E-ZPass is the advantageous way to pay tolls at the Delaware River Joint Toll Bridge Commission's eight toll bridges. The proposed \$2 E-ZPass toll for Class 1 passenger vehicles is 86 percent less than the comparable \$5 TOLL BY PLATE rate. The proposed \$6.50 per axle rate for Class 2 vehicles and above is 21 percent less than the comparable \$8 per axle TOLL BY PLATE rate. E-ZPass is the toll-collection method used by toll entities operating in 20 states in the Northeast, Midwest, and Southeast. E-ZPass enjoys tremendous brand recognition and high levels of customer satisfaction, and is the world leader in toll interoperability, with over 59 million E-ZPass devices in circulation. Get E-ZPass today.



[LEARN MORE ABOUT E-ZPASS](#)



Delaware River
Joint Toll Bridge
Commission

QUICK LINKS

[Bridge Load, Size & Speed Limits](#)
[Traffic Counts](#)
[Annual Reports](#)
[Audits & Financial Statements](#)

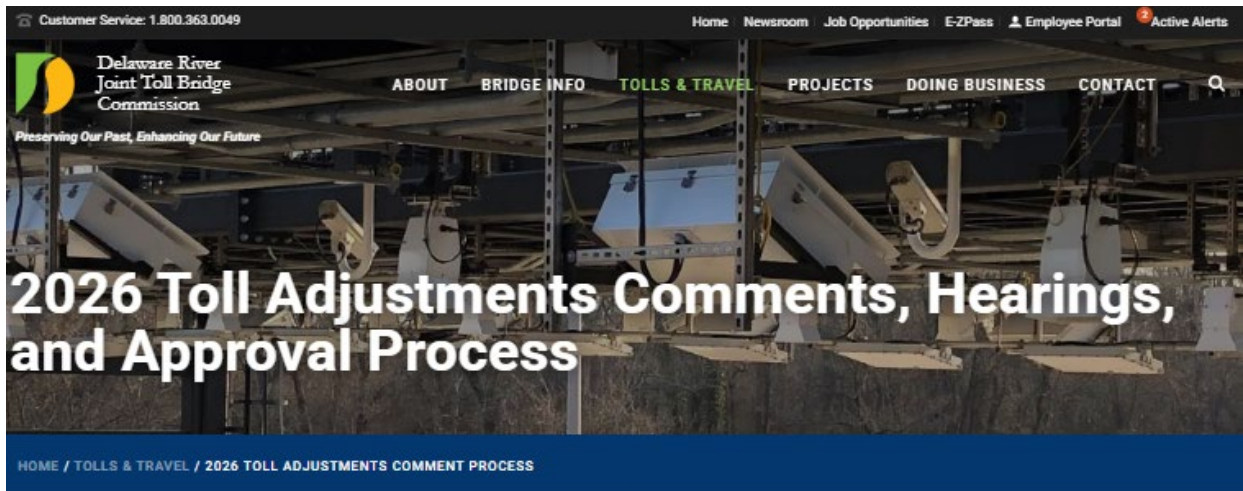
INFO FOR...

[Motorists](#)
[Contractors/Consultants](#)
[Investors](#)
[Job Seekers](#)
[Commission Meetings](#)
[Documents](#)

TOLL-FREE NUMBERS

Customer Service: **1-800-363-0049**
E-ZPass Customer Service/Violations: **1-888-AUTO-TOLL (1-888-288-6865)**
Procession Center:

As previously noted, an additional webpage provided information on the toll-setting process, the public comment process, and three virtual hearings. This page also had forms for the public to submit comments and/or register for one of the virtual hearings. A snapshot of the top of that page's appearance at the time of this report compilation is pasted below:



The Delaware River Joint Toll Bridge Commission announced on July 28, 2025 that it will consider a system-wide toll adjustment for implementation on a yet-to-be-determined date in early 2026. A 30-day public comment period started Sept. 18. The proposed rate changes – if approved – would offset rising construction-industry costs, help maintain the Commission's strong financial metrics, and fund new transportation-infrastructure improvement projects.

[CLICK HERE TO SEE THE PROPOSED NEW TOLL RATES FOR 2026](#)

[THE COMMENT PERIOD ON THE PROPOSED TOLL RATES \(WHICH WAS EXTENDED BY ONE WEEK\) CLOSED AT 4 P.M. OCT. 24](#)

[CLICK HERE TO WATCH DRJTBC EXECUTIVE DIRECTOR JOE RESTA'S TOLL HEARINGS PRESENTATION](#)

PROCESS

<p style="text-align: center; font-weight: bold; font-size: 24px;">1</p> <p>The Commission announces at July 28 meeting — and through the issuance of a press release — that it is considering a proposed toll adjustment(s) to take effect on a yet-to-be-determined date in 2026. The release explains the proposed rate changes for Class 1 (passenger) vehicles and for the per-axle rates that would be applied for Class 2 vehicles and above. A formal 30-day public comment period was announced on Sept. 18. It is scheduled to end 4 p.m. (close of business) Oct. 17. Three virtual toll hearings also will be held as part of this comment process. The proposed toll adjustment schedules and this webpage explaining the toll setting/comment process are published on this website for public viewing. Comment submissions may be submitted through a form available on this webpage (see button above).</p>	<p style="text-align: center; font-weight: bold; font-size: 24px;">2</p> <p>10 days after initial publication of a public notice in designated news outlets serving the Commission's Pennsylvania-New Jersey service jurisdiction, three remote/virtual public hearings will be conducted on two different dates. Comments at a public hearing are limited to three minutes per person. (People must pre-register with their full name and municipality/state of residence to provide comment at one virtual hearing.) Public comment also can be submitted via a button-activated form on this webpage (see above) or the proposed toll rates webpage www.drjtbc.org/proposednewtolls. Comments can also be submitted via U.S. Mail and e-mail message sent to tollcomments@drjtbc.org. In all instances, people wishing to be made part the official public record must include their first and last names, municipality and state of residents, and a respective email address and/or phone number (for verification purposes only).</p>
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A snapshot (reduced) of the page's virtual toll hearing access information is pasted below:

VIRTUAL PUBLIC HEARINGS – REGISTRATION, DATES, ACCESS LINK(S), AND TELECONFERENCING

Virtual comment at hearings were limited to three minutes for each speaker. Each hearing lasted two hours, consisting of a preliminary presentation by the Commissioner's executive director followed by comments from the public. Registration for three-minute time slots was on a first-come, first-served basis. Registrants were limited to one hearing only.

All eligible comments submitted during hearings or through the ~~48-hour~~ now-extended 31-day comment process will be compiled into reports with accompanying Commission staff responses. The documents are then provided to DR/TB/C Commission prior to their consideration and action (approve, modify and approve, or reject) on the proposed toll rate changes.

Online toll hearing commenters are required to provide their names and towns/cities of residence and an email address (for confirmation purposes). Individuals providing comment via teleconferencing must provide their names, towns/cities of residence, and the last four digits of the phone number they will be using to make comment at a respective hearing.

Anonymous comments will not be accepted.

Pre-registration for commenting at a remote/virtual toll hearing is now open. ~~The registration period will extend to post-hearing.~~ Registration extended to one hour before each respective hearing.

Individuals seeking to watch and listen to the hearings need not register.

(Don't have Zoom? Use this link for the Zoom Downloads page — <https://zoom.us/download>)

- Monday, October 11, 2022 — 4:30 p.m. to 6:30 p.m.**

 - Pre-register to speak at this toll hearing, please fill out and submit the form at the following link: <https://www.dr/tb/c.com/registration>
- Monday, October 11, 2022 — 6 p.m. to 8 p.m.**

 - Pre-register to speak at this toll hearing, please fill out and submit the form at the following link: <https://www.dr/tb/c.com/registration>
- Monday, October 11, 2022 — 6 p.m. to 8 p.m.**

 - Pre-register to speak at this toll hearing, please fill out and submit the form at the following link: <https://www.dr/tb/c.com/registration>

(Don't have Zoom? Use this link for the Zoom Downloads page — <https://zoom.us/download>)

Pre-registration for the toll hearings is now open. Members of the public planning to speak at virtual public hearing should pre-register ~~by 5:00 p.m. on 10/11~~ by one hour before a respective hearing. (Change effective Oct. 6)

Note: Individuals seeking to listen to the hearings via teleconferencing need not register.

Commenters speaking by teleconference must provide their first and last names, their municipality and state of residence, and the last four digits of the phone number they will use to access a respective toll hearing.

- Monday, October 11, 2022 — 4:30 p.m. to 6:30 p.m.**

 - Pre-register to speak at this hearing via teleconference, please email: Commissioner@DR-TB-C.com or 202-234-2224. Please leave your first name, last name, municipality of residence, and state of residence and the phone number you wish to use on the confirmation page. Your confirmation will reach the point of the official record. Registration ends 1 hour before the start of the registration period. Registrants have been extended the one hour before each respective hearing.
- Toll-Use Determination**

<https://www.dr/tb/c.com/2022-10-11-0430>

or

<https://www.dr/tb/c.com/2022-10-11-0600>
- Monday, October 11, 2022 — 6 p.m. to 8 p.m.**

 - Pre-register to speak at this hearing via teleconference, please email: Commissioner@DR-TB-C.com or 202-234-2224. Please leave your first name, last name, municipality of residence, and state of residence and the phone number you wish to use on the confirmation page. Your confirmation will reach the point of the official record. Registration ends 1 hour before the start of the registration period. Registrants have been extended the one hour before each respective hearing.
- Toll-Use Determination**

<https://www.dr/tb/c.com/2022-10-11-0600>

or

<https://www.dr/tb/c.com/2022-10-11-0800>

[CLICK HERE TO SEE THE PUBLIC NOTICE \(159 KR\)](#)

[CLICK HERE TO SEE THE PROPOSED TOLL RATE CHANGES](#)

[CLICK HERE TO WATCH DR/TB/C EXECUTIVE DIRECTOR JOE BISSA'S TOLL HEARINGS PRESENTATION](#)

Additional information and a comment submission form also were published on the webpage:

MORE TOLL ADJUSTMENT INFORMATION

Pennsylvania Department of Transportation (PA DOT)			
Vehicle Class	Current Toll	Proposed Toll	Change
Class 1 Passenger Vehicle	\$1.00	\$1.00	\$0.00
Class 2 Non-Class 1 Two-Axle Truck	\$2.00	\$2.00	\$0.00
Class 3 Three-Axle Truck	\$3.00	\$3.00	\$0.00
Class 4 Four-Axle Truck	\$4.00	\$4.00	\$0.00
Class 5 Five-Axle Truck and Combo	\$5.00	\$5.00	\$0.00


Toll Comparisons of Class 1 Passenger Vehicles

New Jersey Department of Transportation (NJ DOT)			
Vehicle Class	Current Toll	Proposed Toll	Change
Class 1 Passenger Vehicle	\$1.00	\$1.00	\$0.00
Class 2 Non-Class 1 Two-Axle Truck	\$2.00	\$2.00	\$0.00
Class 3 Three-Axle Truck	\$3.00	\$3.00	\$0.00
Class 4 Four-Axle Truck	\$4.00	\$4.00	\$0.00
Class 5 Five-Axle Truck and Combo	\$5.00	\$5.00	\$0.00

Toll Comparisons of Non-Class 1 Two-Axle Trucks (Class 2)

Delaware Department of Transportation (DDOT)			
Vehicle Class	Current Toll	Proposed Toll	Change
Class 1 Passenger Vehicle	\$1.00	\$1.00	\$0.00
Class 2 Non-Class 1 Two-Axle Truck	\$2.00	\$2.00	\$0.00
Class 3 Three-Axle Truck	\$3.00	\$3.00	\$0.00
Class 4 Four-Axle Truck	\$4.00	\$4.00	\$0.00
Class 5 Five-Axle Truck and Combo	\$5.00	\$5.00	\$0.00

Toll Comparison of Five-Axle Trucks and Combos (Class 5)



Authority to Toll

The Delaware River Joint Toll Bridge Commission is its Compact, first jointly enacted by the state ratified by Congress in 1935 in accordance with that authority has been reaffirmed in court decisions.

The Commission was first fully authorized to the Easton-Phillipsburg (Route 22) Toll Bridge and amended several times since then. In 1998, the Commission's financing powers and service jurisdiction to replace existing bridges at locations as the Commission may determine.

(22 kB)

Authority to Toll

FREQUENTLY ASKED QUESTIONS (FAQS)

- ❖ I'm paying more money at the pump in gasoline taxes. Why is a toll increase being sought?
- ❖ How soon could these proposed toll rates go into effect?
- ❖ How can I get E-ZPass to save money on tolls?
- ❖ How do Delaware River Joint Toll Bridge Commission car tolls compare to other agencies?
- ❖ Why can't I register before Oct. 1 to speak at a virtual toll hearing?
- ❖ Why aren't in-person public hearings being used for this proposed toll adjustment process?
- ❖ Why does the Commission use a portion of its toll proceeds to operate bridges that have no tolls at all?
- ❖ What will the increased tolls be used for?
- ❖ Why must I provide my first name and last name, and my municipality and state of residence to provide comment as part of this toll adjustment process?

OTHER DOCUMENTS AND LINKS

- [Press Release Announcing Proposed Toll Adjustment for 2026](#)
- [Press Release Announcing Start of Public Comment Period](#)
- [Press Release Announcing Three Virtual Toll Hearings](#)
- [Press Release on Toll Hearing Registrations](#)
- [Press Release on Extended Registration for Toll Hearings](#)
- [Press Release on One-Week Extension of Public Comment Period](#)
- [Press Release on Four Days Remaining in Public Comment Process](#)
- [Financial Resilience Policy \(124 kB\)](#)
- [Audited Financial Statements – 2024 \(498 kB\)](#)
- [Audited Financial Statements – 2023 \(561 kB\)](#)
- [Annual Inspection Report – 2024 \(5 MB\)](#)
- [Toll Hearing Presentation on Proposed 2026 Toll Rates](#)
- [Authority to Toll \(22 kB\)](#)
- [Toll-Supported Bridges Explained](#)
- [E-ZPass Information Page](#)
- [TOLL BY PLATE Information Page](#)
- [Commission Service Jurisdiction Map](#)

TOLL COMMENT FORM

The public comment period on the proposed toll adjustment for 2026, which was extended by one week, closed at 4 p.m. on Oct. 24.

First Name *

Last Name *

Municipality of residence *

State of residence *

Your Email †

Phone Number †

Comment

SEND

Seven press releases were distributed for this public comment process and are posted at www.drjtbc.org/newsroom. The cover page of each release follows:



FOR IMMEDIATE RELEASE
July 28, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

SYSTEM-WIDE TOLL ADJUSTMENT PROPOSED FOR 2026

The Delaware River Joint Toll Bridge Commission (DRJTBC) today announced a proposed system-wide toll adjustment for 2026 that would offset rising construction-industry costs, maintain strong credit ratings, and finance new transportation-infrastructure improvements.

Under its proposed rate adjustments, the E-ZPass rate for Class 1 passenger vehicles (two axles and below eight-feet high) would rise 50 cents to a \$2 toll. The corresponding TOLL BY PLATE rate for the same vehicle without E-ZPass would increase \$2 to a \$5 toll.

Meanwhile, the per-axle E-ZPass rate for vehicles eight-feet or above in height would rise \$2 to a \$6.50-per-axle toll rate. The corresponding TOLL BY PLATE rate for similar vehicles would rise \$3 to an \$8-per-axle toll rate.

The Commission charges higher rates to TOLL BY PLATE customers because that payment method involves higher costs for identifying vehicle owners and mailing billings. E-ZPass is the most frequently used toll payment method at Commission tolling points. The Commission stopped collecting cash at its high-traffic-volume toll bridges in January of this year and at its low-traffic-volume bridges in June 2024. Tolls are collected solely in the Pennsylvania-bound direction at Commission tolling points.

The Commission operates eight toll bridges and 12 non-revenue-generating "toll-supported" bridges that connect Pennsylvania and New Jersey along the fresh-water portion of the Delaware River. The agency also has 73 lane miles of road surface, 34 short-distance approach bridges (overpasses or viaducts) and various other maintenance and operational facilities.

The Commission is funded strictly by the tolls it collects at its eight toll bridges. It does not receive state or federal subsidies to run its transportation system and services. The Commission is unique among other toll agencies in the region because it is legally obligated – under identical statutes enacted by both states and ratified by Congress under the Compact Clause of the U.S. Constitution -- to use a share of its tolls to operate and maintain 10 older low-capacity non-highway vehicular bridges and two other pedestrian-only crossings along the river. The Commission refers to these 12 spans as "toll-supported bridges."

DRJTBC Executive Director Joseph J. Resta explained the toll changes are being considered in the wake of recent financial-metric-projections that show the Commission risks falling short in two key areas – General Fund Reserve Balance and Debt Service Coverage Ratio – in future years. Bond-rating firms regularly use these indices to determine the stability and credit worthiness of public agencies.

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Executive Offices
1199 Woodside Road
Yardley, PA 19067

FOR IMMEDIATE RELEASE
September 18, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

PUBLIC COMMENT PERIOD OPENS ON PROPOSED 2026 TOLL ADJUSTMENTS

The Delaware River Joint Toll Bridge Commission (DRJTBC) today announced that it will conduct a 30-day-long public comment period on the proposed system-wide toll adjustment for 2026 that was announced in late July.

The Commission has posted a comment form on the webpage listing the proposed toll adjustment rates that – if approved – would take effect on a yet-to-be-determined date in early 2026. The webpage’s address is: <https://www.drjtbc.org/proposednewtolls>

Under Commission policy, additional comment submission methods are

- U.S. Mail -- address the submission to Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA. 19067. (Mailed comments must be postmarked by October 17 to be part of the official record.)
- E-mail – messages can be sent to tollcomments@drjtbc.org.

To be included in the official record, individuals must provide their first and last names, municipality of residence, and state of residence. E-mail addresses and phone numbers are requested for confirmation purposes, but will not be included in the official record. Anonymous submissions will not be included in the official record and will be discarded.

The Commission also plans to take comment via hearings that are expected to be scheduled for some time in October. Information on the public hearings will be announced when finalized.

The official comment period is scheduled to end 4 p.m. (close of business) on October 17.

All eligible comments are compiled into a report with responses from DRJTBC staff and presented to DRJTBC Commissioners prior to taking action (approve, modify-approve, or reject) on the potential toll adjustments at a subsequent Commission meeting.

(Note: Members of the public would have one final opportunity to provide comment at the respective monthly business meeting where DRJTBC Commissioners schedule a vote on the proposed 2026 toll adjustment.)

The Commission announced its intent to consider a system-wide toll adjustment on July 28, explaining that the toll changes would enable the agency to offset rising construction-industry costs, maintain strong credit ratings, and finance new transportation-infrastructure improvements.

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Executive Offices
1199 Woodside Road
Yardley, PA 19067

FOR IMMEDIATE RELEASE
September 22, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

**BRIDGE COMMISSION SCHEDULES THREE REMOTE HEARINGS
ON PROPOSED TOLL ADJUSTMENTS FOR 2026**

The Delaware River Joint Toll Bridge Commission (DRJTBC) today announced that it will hold three online hearings on the proposed system-wide toll adjustments for 2026 that were announced in late July.

The toll rate changes would enable the Commission to offset rising construction-industry costs, maintain strong credit ratings, and finance new transportation-infrastructure improvements.

The proposed toll adjustments can be viewed on the Commission website at: <https://www.drjtbc.org/proposednewtolls>. A comment form can be accessed from that webpage. The Commission initiated a 30-day comment period on the proposed toll changes last week. The comment period is scheduled to end 4 p.m. October 17.

The Commission today voted to hold three remote hearings – also known as virtual hearings -- as part of the public comment process. The hearing dates and times are as follows:

- October 7 – 10:30 a.m. to 12:30 a.m.
- October 7 – 6 p.m. to 8 p.m.
- October 9 – 6 p.m. to 8 p.m.

The hearings will be held through the Zoom online public platform and by teleconferencing. Pre-registration is required to speak at a remote hearing.

Zoom access links and teleconferencing numbers and codes for the online hearings will be posted on the Commission website and advertised on or about Sunday, Sept. 28. Individuals interested only in watching the livestream Zoom broadcast will need to provide, at a minimum, a name and e-mail address. Teleconferencing will be the only means for individuals to listen to the hearings without providing any identifying information.

Further instructions for registering online or by phone will be posted on the Commission website by Oct. 1. The registration period shall end 4 p.m. Oct. 6.

Online commenters will need to provide their first name and last name, municipality and state of residence, and an email address (for confirmation purposes). Individuals planning to speak by phone through a teleconference phone number must provide their first name and last name, municipality, and state of residence, and the last four digits of the phone number they will use to call into a selected hearing.

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Executive Offices
1199 Woodside Road
Yardley, PA 19067

FOR IMMEDIATE RELEASE
October 2, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

**PRE-REGISTRATION FOR NEXT WEEK'S ONLINE TOLL HEARINGS
SCHEDULED TO CLOSE 4 PM MONDAY, OCTOBER 6**

The Delaware River Joint Toll Bridge Commission (DRJTBC) has posted the Zoom meeting sign-up-form links and teleconferencing phone numbers for the three virtual hearings the agency plans conduct next week on a series of proposed toll increases that – if approved – would take effect in 2026.

People must pre-register in order to speak at one of the three hearings, which will be conducted through the Zoom public meeting online platform and teleconferencing.

Individuals seeking to comment online at a virtual toll hearing should go to www.drjtbc.org/tollcomments, scroll down to the hearing registration section and click on the registration form link for the hearing at which they want to submit comment. After filling out the respective form, they must click the form's submit button.

Information also is posted at www.drjtbc.org/tollcomments for individuals who would prefer to comment through the hearing's teleconferencing connection.

Hearing registrants must provide their first and last names and their municipality and state of residence. Individuals who plan to speak online through Zoom also must provide their email address. Individuals planning to speak via teleconferencing also need to provide the last four digits of the phone line they will use to comment at the hearings.

Registration is first-come, first-served until all available slots at each respective hearing are filled. **Virtual hearing registrations will be accepted until 4 p.m. MONDAY, October 6.**

The hearing dates and times are as follows:

- October 7 – 10:30 a.m. to 12:30 a.m.
- October 7 – 6 p.m. to 8 p.m.
- October 9 – 6 p.m. to 8 p.m.

Individuals will be restricted to speaking up to three minutes at one hearing only. Hearing comments must be declarative; the hearings will not be question and answer sessions. Comments will be restricted to the proposed toll adjustments posted at <https://www.drjtbc.org/proposednewtolls> and the public notice published in various Commission-jurisdiction daily news outlets on Sept. 26 and 28. Anonymous comments will not be accepted.

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Executive Offices
1199 Woodside Road
Yardley, PA 19067

FOR IMMEDIATE RELEASE
October 8, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

**PRE-REGISTRATION REMAINS OPEN
FOR TOMORROW EVENING'S FINAL ONLINE TOLL HEARING**

Motorists and other members of public can still register to provide comment at tomorrow evening's final hearing on the proposed toll increases the Delaware River Joint Toll Bridge Commission announced in late July for implementation in early 2026.

The toll hearing is scheduled to be conducted **6 p.m. to 8 p.m. Thursday, Oct. 9**, through the Zoom public meeting online platform and its corresponding teleconferencing function.

Individuals seeking to comment online at a virtual toll hearing should go to www.drjtbc.org/tollcomments, scroll down to the hearing registration section and click on the registration form link for the hearing at which they want to submit comment. After filling out the respective form, they must click the form's submit button. The Zoom hearing link is sent to individuals who register properly.

Information also is posted at www.drjtbc.org/tollcomments for individuals who would prefer to comment through the hearing's teleconferencing connection.

Hearing registrants must provide their first and last names and their municipality and state of residence. Individuals who plan to speak online through Zoom also must provide their email address. Individuals planning to speak via teleconferencing also need to provide the last four digits of the phone line they will use to comment at the hearings. Registration is first-come, first-served until all available slots at each respective hearing are filled.

Individuals will be restricted to speaking up to three minutes at one hearing only. Hearing comments must be declarative; the hearings will not be question and answer sessions. Comments will be restricted to the proposed toll adjustments posted at <https://www.drjtbc.org/proposednewtolls>. Anonymous comments are not accepted.

Under the proposed toll adjustment, the \$1.50 E-ZPass toll for Class 1 passenger vehicles (two axles and less than 8 feet high) would rise 50 cents to a \$2 rate. The corresponding \$3 TOLL BY PLATE toll would rise by \$2 to a \$5 rate. Meanwhile, the E-ZPass rate for larger vehicles would rise by \$2 -- from the current \$4.50 per-axle charge to a new \$6.50 per-axle rate. The corresponding TOLL BY PLATE rate would rise by \$3 -- from the current \$5 per axle charge to a new \$8 per-axle rate.

DRJTBC Executive Director Joe ~~Resta~~'s toll hearing presentation video has been posted on the website and may be watched at <https://www.youtube.com/watch?v=PLefgEVLVM>.

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Executive Offices
1199 Woodside Road
Yardley, PA 19067

FOR IMMEDIATE RELEASE
October 10, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

COMMISSION EXTENDS PUBLIC COMMENT PERIOD FOR PROPOSED 2026 TOLL RATE INCREASES

The Delaware River Joint Toll Bridge Commission is extending by an additional week the public comment period on the proposed 2026 toll increases the bi-state agency announced in late July.

The public comment period on the proposed toll rate changes opened September 18 and was originally scheduled to close October 17. Today, the Commission revised the public comment period on the proposed new rates to now close at 4 p.m. EDT October 24.

Comment Submission Methods

Under Commission policy, motorists and other members of the public may submit comments on the proposed 2026 toll schedule as follows:

- o Online: Click on the button for the toll-comment form that has been posted at <https://www.drjtbc.org/proposednewtolls> and www.drjtbc.org/tollcomments.
- o US Mail: address to Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA. 19067 (Revised deadline: Must be postmarked by Oct. 24 to be part of the official record.)
- o E-mail – messages can be sent to tollcomments@drjtbc.org.

To be included in the official record, individuals must provide their first and last names, municipality of residence, and state of residence. E-mail addresses and phone numbers are requested for confirmation purposes, but will not be included in the official record that gets presented to Commissioners and later released to the public. Anonymous submissions will not be included in the official record and will be discarded.

All eligible comments will be presented to DRJTBC Commissioners prior to consideration and action (approve, modify-approve, or reject) on the proposed toll adjustments. Commissioners are expected to vote on the proposed toll adjustments at their meeting scheduled for 10:30 a.m. Nov. 24. The public would have one final opportunity to comment on the proposed toll rate changes during the portion of that meeting designated for comments on listed agenda items.

Proposed 2026 toll rate increases

- Raise the \$1.50 E-ZPass toll for Class 1 passenger vehicles (two axles and less than 8 feet high) by 50 cents to a \$2 rate;
- Raise the \$3 TOLL BY PLATE toll for Class 1 passenger vehicles (two axles and less than 8 feet high) by \$2 to a \$5 rate;

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Executive Offices
1199 Woodside Road
Yardley, PA 19067

FOR IMMEDIATE RELEASE
October 20, 2025

Contact: Joe Donnelly or Pete Peterson
Phone: (267) 394-6560 or (215) 893-4297

**PUBLIC COMMENT PERIOD ON PROPOSED 2026 TOLL RATE INCREASES
ENDS IN FOUR DAYS – 4 PM FRIDAY, OCT. 24**

The public has less than five days to submit comments on the proposed 2026 toll increase that the bi-state agency announced in late July.

The recently extended public comment period on the proposed toll rate changes will close at 4 p.m. EDT October 24.

Comment Submission Methods

Under Commission policy, motorists and other members of the public may submit comments on the proposed 2026 toll schedule as follows:

- o Online: Click on the button for the toll-comment form that has been posted at <https://www.drjtbc.org/proposednewtolls> and www.drjtbc.org/tollcomments.
- o US Mail: address to Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA. 19067 (Revised deadline: Must be postmarked by Oct. 24 to be part of the official record.)
- o E-mail – messages can be sent to tollcomments@drjtbc.org.

To be included in the official record, individuals must provide their first and last names, municipality of residence, and state of residence. E-mail addresses and phone numbers are requested for confirmation purposes, but will not be included in the official record that gets presented to Commissioners and later released to the public. Anonymous submissions will not be included in the official record and will be discarded.

All eligible comments will be presented to DRJTBC Commissioners prior to consideration and action (approve, modify-approve, or reject) on the proposed toll adjustments. Commissioners are expected to vote on the proposed toll adjustments at their meeting scheduled for 10:30 a.m. Nov. 24. The public would have one final opportunity to comment on the proposed toll rate changes during the portion of that meeting designated for comments on listed agenda items.

Proposed 2026 toll rate increases

- Raise the \$1.50 E-ZPass toll for Class 1 passenger vehicles (two axles and less than 8 feet high) by 50 cents to a \$2 rate;
- Raise the \$3 TOLL BY PLATE toll for Class 1 passenger vehicles (two axles and less than 8 feet high) by \$2 to a \$5 rate;

"Preserving Our Past, Enhancing Our Future"

REMOTE/VIRTUAL HEARINGS

Three virtual hearings were conducted for this toll adjustment, pursuant to the Commission's Toll Adjustment Public Hearings and Comment Policy as revised for this toll comment process and any future toll adjustments Resolution: 5248-09-25-FIN-0109-25 adopted on September 22, 2025.

Participation was provided through the Zoom online public meeting platform and its associated teleconferencing function. Pre-registration was required for speaking at a public hearing on a first-come/first-served basis, but this was waived at each session due to no turnout or low turnout.

Zoom access links and teleconferencing numbers and codes for the online hearings were posted Sept. 26 on the Commission website at www.drjtbc.org/tollcomments. Individuals interested only in watching the live-stream Zoom broadcast needed to provide, at a minimum, a name and e-mail address. Teleconferencing was the only means for individuals to listen to the hearings without providing any identifying information. Pre-registrations for commenters were accepted online through the respective hearing session's Zoom link. Commenters were required to provide their first name and last name, municipality and state of residence. Registered commenters also were requested to provide an email address (for confirmation purposes).

It was noted in Commission communications that commenters would be restricted to speaking for up to three minutes at one hearing only; that hearing comments must be declarative; that the hearings would not be question and answer sessions; that hearing comments would be restricted to the proposed toll adjustments posted at www.drjtbc.org/newtolls; and that anonymous comments would not be accepted.

The hearings were held as follows:

- October 7, 2025 – 10:30 a.m. to 12:30 p.m.
- October 7, 2025 – 6 p.m. to 8 p.m.
- October 9, 2025 – 6 p.m. to 8 p.m.

Each virtual hearing was recorded. Each hearing had the following format:

- Pre-Hearing: A scrolling slide show indicating when each hearing would start and an overview of some of the Zoom settings like audio controls.
- Hearing Introduction: An opening introduction by the Hearing Officer Pete Peterson of Bellevue Communications Group, media consultant to the Bridge Commission. Mr. Peterson provided an overview of the format of the hearing and the Zoom settings. Mr. Peterson also noted that the "Raise Hand" function would be available to virtual workshop participants who had not pre-registered to notify the Hearing Officer that they would like to provide verbal comments, if time allowed.
- Joseph Resta Toll Adjustment Overview: After the Hearing Introduction, a pre-recorded presentation of roughly 12-1/2 minutes was provided by Joseph Resta, the Commission's Executive Director. The presentation gave an overview of the

Commission's need and reasons for the proposed toll adjustments and details of the respective rates.

- Verbal Comment Period: The final segment of each of the Virtual Hearings was to take verbal comment. However, only one individual signed up to testify at any of the three hearings. Despite this, hearings were conducted as scheduled in the event any non-registered attendee called in or logged into the respective session. The hearing formats were uniform and as follows: Verbal comments were first opened to pre-registered public officials, then pre-registered members of the public, and then unregistered participants. Participants who were unregistered were asked to use the "Raise Hand" function in Zoom online or the Zoom app to notify the Hearing Officer that they would like to provide verbal comments. During the verbal comment period, the proposed toll adjustments were scrolled on the screen, with the Hearing Officer periodically coming back on camera to remind potential attendees seeking to provide verbal comments to utilize the "Raise Hand" function. Each hearing lasted the prescribed two-hour durations.

A copy of a hearing PowerPoint presentation is attached to this report as reference.

The recorded eligible comment was transcribed for inclusion in this report to Commissioners for review and deliberation prior to taking action (approve, modify and approve, or reject) on the proposed toll adjustments.

VARIABLE MESSAGE SIGNS (VMS) AT TOLLING POINTS

Recognizing the disappointing pre-registration for attending the virtual hearings, a reluctance by some news outlets to publicize the toll adjustment more than once, and waning public comment submissions in early October, the Communications Department devised a strategy to directly advise toll payers of the proposed toll changes. This involved the placement of temporary variable message signs (VMS) in the vicinity of the Commission's eight toll bridges.

Deputy Executive Director Mark Murranko's Operations Department and its Maintenance & Fleet Operations (Director Richard Taitt and Assistant Director Nat Amato) were instrumental in placing the signs at all toll locations on or about October 8.

A two-flash message was employed:

FLASH 1 NEW 2026 TOLLS PROPOSED	FLASH 2 INFO AT DRJTBC WEBSITE
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This wording was vetted to comply with the Federal Highway Administration's Manual of Uniform Traffic Control Devices by Charles Stracciolini, program manager for technologies in the Engineering Department. The original Flash 2 message "Info at drjtbc.org" was voided because the FHWA considers website addresses as a potential motorist distraction and safety hazard.

Although not required by the Commission's toll hearings and public comment policy, this additional notification measure proved successful. First, the VMS mitigated the possibility of commuters later claiming they did not know about the toll adjustment. Second, online comment submissions rose exponentially. Third, the VMS placements ensured comment submissions from all toll jurisdictions.

A variety of photographed VMS placements follows:

Trenton-Morrisville (Route 1) Toll Bridge



Scudder Falls (I-295) Toll Bridge



I-78 Toll Bridge



Portland-Columbia Toll Bridge



Delaware Water Gap (I-80) Toll Bridge



Milford-Montague Toll Bridge



DRJTBC FACEBOOK POSTS

Although not required by Commission policy, several items related to the Proposed 2026 Toll Adjustment were posted on the Commission's Facebook page. Several generated shares that could be detected by similarly worded comment submissions from a defined geographic area during the comment period. The toll comment period posts were as follows:

Delaware River Joint Toll Bridge Commission
Published by Joe Donnelly · September 19 ·

PUBLIC COMMENT PERIOD HAS BEGUN ON PROPOSED 2026 TOLL ADJUSTMENTS ... See more

Delaware River Joint Toll Bridge Commission
ABOUT BRIDGE INFO TOLLS & TRAVEL PROJECTS DOING BUSINESS CONTACT

Proposed Toll-Rate Schedule for 2026

This page contains the Delaware River Joint Toll Bridge Commission's proposed toll-rate schedule for 2026. If approved, these rates for E-ZPass and TOLL BY PLATE (license plate billing) transactions would be uniformly applied to the agency's eight toll bridges (implementation date to be determined).

The following proposed toll rate changes were announced July 28, 2025. These uniform rates – if approved – would apply to the Commission's eight toll bridges starting on a yet-to-be-determined date in early 2026. The Commission collects tolls through E-ZPass or via cashless TOLL BY PLATE bills sent to registered vehicle owners in the U.S. Mail. The Commission's eight toll bridges are: Trenton-Morrisville (Route 1), Scudder Falls (I-295), New Hope-Lambertville (Route 202), I-78, Easton-Phillipsburg (Route 22), Portland-Columbia, Delaware Water Gap (I-80), and Milford-Montague (Route 206). The Commission charges lower tolls for E-ZPass customers and higher tolls for TOLL BY PLATE customers. Save money, get E-ZPass today.

CLICK HERE TO VIEW THE COMMISSION'S CURRENT TOLL RATES SCHEDULE

CLICK HERE TO SUBMIT COMMENT ON PROPOSED TOLL RATES

Delaware River Joint Toll Bridge Commission
Published by Joe Donnelly · October 2 ·

PRE-REGISTRATION FOR NEXT WEEK'S ONLINE TOLL INCREASE HEARINGS SCHEDULED TO CLOSE 4 PM MONDAY, OCTOBER 6... See more

Delaware River Joint Toll Bridge Commission
ABOUT BRIDGE INFO TOLLS & TRAVEL PROJECTS DOING BUSINESS CONTACT

2026 Toll Adjustments Comments, Hearings, and Approval Process

HOME / TOLLS & TRAVEL / 2026 TOLL ADJUSTMENTS COMMENT PROCESS

The Delaware River Joint Toll Bridge Commission announced on July 28, 2025 that it will consider a system-wide toll adjustment for implementation on a yet-to-be-determined date in early 2026. A 30-day public comment period started Sept. 18. The proposed rate changes – if approved – would offset rising construction-industry costs, help maintain the Commission's strong financial metrics, and fund new transportation-infrastructure improvement projects. The content on this webpage will be expanded as more information becomes available for three public hearings in early October.

CLICK HERE TO SEE THE PROPOSED NEW TOLL RATES FOR 2026


CLICK HERE TO COMMENT ON THE PROPOSED 2026 TOLL RATE CHANGES

CLICK HERE TO REGISTER FOR AN ONLINE HEARING ON THE PROPOSED 2026 TOLL RATES

Delaware River Joint Toll Bridge Commission
 Published by Joe Donnelly · October 8 ·

**PRE-REGISTRATION REMAINS OPEN
 FOR FINAL ONLINE TOLL HEARING TOMORROW EVENING, OCT. 9... See more**

YouTube Search



**Virtual Public Hearing – Oct. 7 & 9, 2025
 Proposed 2026 Toll Adjustments**

JOSEPH J. RESTA – EXECUTIVE DIRECTOR

Delaware River Joint Toll Bridge Commission

VIDEO 2026 Toll Adjustment Hearings Joe Resta PowerPoint

Delaware River Joint Toll Bridge Commission
 Published by Joe Donnelly · October 10 at 4:25 PM ·

**COMMISSION EXTENDS PUBLIC COMMENT PERIOD
 FOR PROPOSED 2026 TOLL RATE INCREASES... See more**





Delaware River Joint Toll Bridge Commission



Published by Joe Donnelly · October 20 at 5:09 PM ·

Time is running out for the public to submit comments on the proposed toll rate changes for 2026. The extended comment period will end 4 p.m. EDT Friday, Oct. 24.... See more



DRJTBC.ORG



Public Comment Period on Proposed 2026 Toll Rate Increase Ends in Four Days – 4 PM Friday, Oct 24

The public has less than five days to submit comments on the proposed 2026 toll increase that the bi-state agency announced in late July. The recently extended public comment period on the proposed toll rate chang...

Comment Process Results

As previously noted, the public had three ways to comment on the proposed toll adjustments:

- Three virtual hearings;
- Online: A toll-comment form posted on the Commission website at <https://www.drjtbc.org/proposednewtolls> and www.drjtbc.org/tollcomments
- U.S. Mail: address Director of Community Affairs Jodee Inscho, DRJTBC Administration Building, 1199 Woodside Road, Yardley, PA 19067 (Postmarked no later than October 24 to be part of this official record.)

A total of 215 comments were received following the Commission's July 28 announcement that it was considering a possible toll adjustment in 2026. Most of the submitted comments came during the designated public comment period that initially was set for 30 days and later extended to 37 days – starting September 18 and ending 4 p.m. October 24. Of these comments, 202 met the criteria for inclusion in this report.

Anonymous comments, comments from individuals failing to provide a full name and/or residency information; or with a fictitious information were discarded. In one case, an individual provided the name of a character in the former Sopranos television series. Another provided a bogus email address. And another provided a name and residency but no corresponding comment.

For the record, this comment process generated more comments than all prior toll adjustments guided by or in part by the Commission policy first instituted in 2013. Several individuals provided multiple comments – in some cases, at different times in this process.

The breakdown of eligible comments for the proposed 2026 toll adjustment were as follows:

- 201 from the Commission's website (comment portal or toll comment form)
- 1 from the three virtual hearings
- None by U.S. Mail

Summation of Public Input

As would be anticipated, the prevailing expression of public sentiment is in opposition to the toll adjustments either in part or in their entirety. One individual professed not to have an issue with the proposed toll schedule, but expressed concerns about the rate changes causing trucks to divert through her neighborhood.

Following are the top issues cited during this process

- Hardship – rates would stretch family budgets and affect commuters including a college who regularly travels between the two states; other cited rising costs in the economy;
- General opposition/question necessity of toll increases – a number of individuals questioned why the toll adjustment was needed less than five years after the Commission's last toll adjustment authorizations; others went so far to suggest

that the Commission institute tolls on its aging non-toll bridges, an action specifically prohibited under existing laws pertaining to the Commission; several took issue with the inflationary factors the Commission is experiencing with commodities like asphalt, steel, concrete, and electrical components used in capital projects.

- Traffic diversion – a considerable number of commenters in the Commission’s Southern and Central regions expressed concerns that the increased toll rates would cause motorists to divert from toll bridges and use nearby toll-free crossing that are frequently congested during peak travel periods or special events.
- Commuter discount – a surprising number of commenters requested the Commission consider reinstating the E-ZPass commuter discount for area residents who frequently use Commission toll bridges for job commuting or local tasks, like medical visits – this would be on top of the reduced rates that the Commission provides through its toll structure to E-ZPass users.
- Removal of toll takers – many commenters questioned why tolls were being raised when the Commission no longer has the cost burden of staffing cash toll booth personnel.

Among the other comments/concerns received during this process were the following: opposed \$5 TOLL BY PLATE charge; make spending cuts or restructure finances; lower truck tolls while a couple suggested raising them higher; lower tolls based on an individual’s residency.

The full record of eligible toll comments and respective staff responses is on the following pages.

COMMENTS AND STAFF RESPONSES

DiMatteo, Donna	Delaware Twp., N.J.	July 29, 1:00 pm	Questions need; traffic diversion
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I just read about the planned increase in tolls at some NJ-PA bridges in 2026... Have you considered implementing a toll at the Stockton bridge? With the technology used at the Route 202 bridge and others where tolls are automatically registered either via EZ Pass or by license plate, it might be relatively easy to implement.

Currently, many motorists leave Route 202 in Hunterdon County and use back roads to access the Stockton Bridge to avoid the Route 202 toll bridge. With the increase in the toll at the Route 202 bridge, there may be more motorists avoiding the Route 202 bridge. In addition to the DRJTBC missing revenue from these tolls, the traffic and air pollution from all of these additional cars on back roads would be reduced.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions. Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.
- The Commission’s state/federal Compact limits the agency from assessing tolls at its Centre Bridge-Stockton Toll-Supported Bridge and its 11 other aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”

Hunter, George	Morrisville, PA	Aug. 1, 10:18 am	Traffic diversion; lower rates for Trenton-Morrisville
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The Morrisville-Trenton tolls bridge is unique in your inventory in that it has two toll-free bridges very close

Raising tolls on the Morrisville-Trenton bridge will cause more vehicles to use the two free bridges. Please consider price elasticity for this bridge. Lowering price may increase revenue for this unique bridge

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and that motorists’ driving habits based on time and convenience mitigate these situations over time.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Taylor, Julia	Lambertville, NJ	Aug. 6, 11:45 am	Lower rates for locals
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Hello – Thanks for all you do. I know your work isn't easy. That said, I live on the north end of Lambertville and use the 202 bridge often. It's already fairly expensive, so raising the toll to \$2 will make it even more so. I am a city planner, so I understand the concept that those of us who use infrastructure should pay for it. But I still think there's got to be some way to understand that many Lambertville residents use the toll bridge multiple times a day, and charging them \$2 each time is a burden. Perhaps there could be a one toll per day cap for us. Yes, there is a free bridge, but it's often backed up on weekends or at high traffic times, and for those of us on the north end of town, getting there then sitting in traffic adds significant time to routine trips to needed services – like groceries. Thanks for your consideration.

Staff response:

- The Commission is prohibited under its Trust Indenture from reducing toll rates based on a driver’s place of residency. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls

for so-called “locals” would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”



King, Michael	Pennington, NJ	Sept. 19, 1:24 pm	Hardship
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Comment: I cannot afford these kinda of increases when I have to cross the river to get to work on a regular basis.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



Kosits, Jean	Ewing, NJ	Sept. 19, 1:30 pm	Hardship
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Comment: The increased toll will create further economic hardship for those of us who live/work/shop in river towns on both sides of the Delaware River. I live in Ewing. I have friends and family, doctors, do volunteer work, and shop regularly directly across the river in Bucks County. I am a senior citizen on s fixed income (pension and Social Security). Only Social Security has a COLA adjustment. Prices everywhere are higher. This big increase in weekly travel costs is a definite hardship for me and I am sure many others.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.

- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



Chiacchio, Michael	Yardley, PA.	Sept. 20, 8:13 pm	General opposition
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These are outrageously high already. They should be eliminated. Our infrastructure is paid for all the other taxes that we pay with a shrinking economy are bleeding the public dry the government is putting Whole segments of citizens In no man’s land. It’s pathetic how you people just keep raising taxes here raising fees there taxing on the federal level state level local level and countless other ways that drives the working man into oblivion.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Hodes, Larry	Lambertville, NJ	Sept. 21, 1:49 am	Traffic diversion; commuter discount
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Comment: Regarding the New Hope - Lambertville bridge. Lambertville locals are dependent on numerous stores on the PA side of the river, especially food stores such as Giant. Otherwise it's a 12 mile ride to Flemington. The jump to \$1.50 was bad enough for EZ Pass users; taking it to \$2 will just force the remaining locals using the toll bridge to redirect to one of the free bridges, either in Lambertville or Stockton. Bring back a frequent flyer discount for locals above and beyond the EZ Pass discount.

Once a certain number of trips are recorded each month on EZ Pass, an automatic credit should be generated.

Staff response:

- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.
- The Commission’s former frequency-based E-ZPass commuter discount program was never intended to be a permanent customer incentive tool. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission is prohibited under its Trust Indenture from reducing toll rates based on a driver’s place of residency. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for so-called “locals” would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”



Bell, Ralph	Washington, NJ	Sept. 21, 7:48 am	Questions need
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When is this going to stop? You keep raising the rates and nothing gets any better. You say the money is for increased costs which I understand but is there any accountability?

Staff response:

- The proposed toll increases are needed so the Commission can avert deficiencies in two critical financial rating categories -- Debt Service Coverage Ration and General Reserve Fund Balance – and offset increased capital program costs for materials like steel, concrete, asphalt, and electrical components.

- Each jurisdictional state (New Jersey and Pennsylvania) appoints five Commissioners to oversee the Commission and set policy. Commissioners serve voluntarily; they are uncompensated for their time and service on the public’s behalf.
- The Commission is audited annually. Audits are posted annually to the Commission’s website. Audits dating back to 2002 may be accessed at www.drjtbc.org/documents/audit.



Safonte, Dennise	Blakeslee, PA	Sept. 22, 8:55 am	Questions need; makes unbased claims about E-ZPass and politics
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I find this totally ridicules to charge people that do not want your e-zpass more money. I do not want my credit card information out there with these companies you deal with. There is no reason for you to be raise the toll bridge prices in the first place. You fired all the toll collectors and now you want even more money. You are getting to be out of control on these prices. We have to work hard for our money, and you want all of it and there is nothing left for anything else. This is what happens when you have Democrats in charge. I hope we vote all of you out of office because you don't care about anybody.

Staff response:

- The Commission did not “fire” toll collectors. Those positions were pared largely through attrition over a five-year period. Some toll collectors were retrained and assigned to other positions within the Commission.
- The elimination of cash toll collections has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Security of motorists’ personal information is a core stipulation in service contracts for firms that handle E-Pass transactions for the Commission. Encryption is used through multiple layers of the electronic tolling process.
- The Commission is a non-partisan bi-state government agency.



Gasparetti, Tom	Easton, PA	Sept. 22, 11:27 am	Questions need; fine speeders instead
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We just had this conversation just a few short years ago and was told there wouldn't be a toll increase for quite a few years. What's the root cause of the toll increase? Are we building a new bridge over the Easton Pburg? How about issuing citations to the speeders doing twice the speed limit (posted is 25/35)? I've yet to see routine speed patrols. Charge those speeders \$300-400 and we will have your toll increase set there. Thank you for considering

Staff response:

- The Commission did not – and does not -- forecast future toll adjustments.
- The need for the 2026 toll adjustment is multi-faceted, with inflationary pressures in the national economy being a major contributor. Three major contributing factors are:
 - Rising cost of capital project materials like concrete, steel, asphalt, and electrical components;
 - Projected 2026 shortfalls in two key financial health barometers used by bond rating agencies – Debt Service Coverage Ratio and General Reserve Fund Balance; and
 - Stagnant traffic volumes resulting from the Commission's "mature" service region.
- The Commission annually pays the State Police in Pennsylvania and New Jersey to provide incident response and law enforcement services at the Commission's river crossings. They periodically conduct safety and speed-enforcement details at the Commission's highway toll bridges, including the Easton-Phillipsburg (Route 22) Toll Bridge.
- The Commission is not empowered to set fines for speeding violations. Those fines are set statutorily by the two states and imposed by judges and municipal courts. In addition, the Commission does not receive or otherwise share in the revenues for any traffic citations.



Duffield, David	Upper Mt. Bethel, PA	Sept. 22, 12:15 pm	Unbased claims about Commission, Portland-Columbia Toll Bridge
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The toll bridge commission is completely out of control. Money is spent to justify their existence. An example is the work done at Portland/Columbia. It took almost 2 years, wasn't needed and could have been completed in 2 weeks. That is only i small example.

Staff response:

- The Commission’s most recent project at its Portland-Columbia Toll Bridge – the Portland-Columbia Approach Roadway Improvements – occurred in 2015 and was completed in a single construction season.
- The commenter appears to be confusing a state DOT project conducted near the toll bridge as somehow being affiliated with the Commission.



Smith, Debra	Easton, PA	Sept. 22, 12:37 pm	Toll takers removed; questions need; general opposition
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The toll hikes over the last several years have been astounding. We have barely adjusted to the last increase. The use of human collectors has eliminated the need for the paying of salary and great health benefits, so where is the cost coming from. Maybe cut back on the aesthetics and extras for commission.

Staff response:

- Commission toll adjustments have historically been infrequent. The most frequently assessed toll charge – the Class 1 passenger E-ZPass toll – has increased in increments of 25 cents or 50 cents while other agencies have increased their similar toll by amounts of a \$1 or more.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Lencer, Ezra	Easton, PA	Sept. 22, 12:51 pm	Increase truck tolls
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Tolls for large trucks should be minimum \$80 per axle and \$500 per plate for most bridges. Here in the Lehigh Valley we are dealing with companies that run hundreds of large trucks over our bridges and roads. Ask anyone living here if we would prefer the

warehouses go away for both quality of life (clean air and safe roads) and our pocketbook family economies (those warehouse jobs don't pay enough and people rarely build a career at those jobs). The overwhelming majority of people here across all political parties would love to see the warehouses go away. If these companies are going to run trucks through OUR towns they should have to pay a fair share to provide upkeep for our bridges, roads, and offset the harmful environmental/human health impact that they cause. Toll the trucks!

Staff response:

- The proposed toll adjustment extends to all classes of vehicles.
- The notion of assigning exorbitant tolls to a particular vehicle type as a punitive measure would run afoul of the federal requirement that tolls “shall be just and reasonable.” Moreover, any tolls based on injudicious, arbitrary, or capricious opinions would not be defensible in a court of law.
- Please be advised that the proposed increase for Class 1 passenger vehicles (50 cents – from \$1.50 to \$2) represents a 33 percent increase. Meanwhile, the per-axle E-ZPass toll for Class 2 vehicles and above (consisting largely of trucks) is rising 44 percent – (\$2 from \$4.50 per axle to \$6.50 an axle).



Feiner, Uri	Yardley, PA	Sept. 22, 2:12 pm	Questions toll classifications
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One major flaw with your proposed rates is the toll per axle for vehicles over 7.5 feet tall. As a local resident who crosses from PA to NJ on a regular basis, I would pay \$2 with your new rate in my car. But if I take my van, which is the length of a car but has added height, I would pay \$13 for the same crossing (\$6.50 per axle times two axles). This grossly and unfairly impacts private residents simply because their non-commercial vehicle is taller than others. As such, these new rates ask residents like me to subsidize large commercial trucks with our personal vehicles just because they are taller. We all know that height is not what impacts wear and tear on roads. It is weight. This unfair calculation needs to be fixed before you launch the revised toll schedule. It would be fairer and smarter to use weight or length, rather than height, as a measurement for two-axle vehicles

Staff response:

- The Commission has assessed tolls based on a vehicle’s height and number of rolling axles for more than two decades. This is the prevailing classification method in the United States.



McNally, Eldy	Belvidere, NJ	Sept. 22, 9:52 pm	Questions need; toll-expiration myth; E-ZPass complaints
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What are the cost benefits us drivers have seen from the toll by plate mandate and Ez pass transponders versus when we had actual personnel at the toll booths? Why have those savings not been passed to us? When the plazas closed recently, the tolls simultaneously increased. Why? In addition, Toll collection on a handful of Delaware River bridges, including the Phillipsburg Bridge, were supposed to end decades ago after paying for the initial construction of the bridges. There are too many tolls as it is in New Jersey, they do not need to be increasing on a bi-annual basis. Plus the added fees for toll by plate, EZ pass transponders, and online statements, it's crazy when we have no real choice. Please stop ringing us dry.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Tolls did not simultaneously increase with the phase out of cash collections at the Commission’s toll bridges in mid-2024 and early-2025.
- The notion that the Commission could unilaterally eliminate tolls “after paying for the initial construction of bridges” is a myth. The Commission’s federal Compact as revised April 1, 1987 states: “At any time the Commission shall be free of all outstanding indebtedness, the State of New Jersey and the Commonwealth of Pennsylvania may, by the enactment of substantially similar acts, require the elimination of all tolls, rates, rents, and other charges on all bridges with the Commission’s jurisdiction and control and, thereafter, all costs and charges in connection with the construction, management, operation, maintenance and betterment of bridges within the jurisdiction and control of the Commission shall be the financial responsibility of the states as provided by law.”

- Like any other tolling agency in the United States, it's extremely unlikely that the Commission will ever be free of indebtedness. The Commission must periodically issue bonds to finance construction and improvements for its bridges, roadways, and related facilities. Additionally, toll revenues are used to cover the expenses of operating, maintaining, and repairing the Commission's transportation and operations infrastructure. The Commission continues to issue new bonds when warranted for new projects and improvements..
- The Commission does not receive state or federal subsidies. Tolls are the Commission's sole revenue source.
- The Commission's transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission's eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- There are no added fees for TOLL BY PLATE unless a toll bill is not paid on time. TOLL BY PLATE rates are higher because of the additional costs of image reviews, acquiring DMV information for purposes of identify the registered vehicle owner, and printing and mailing a toll bill.
- The Commission's E-ZPass provider does not charge a fee for additional E-ZPass tags (up to a maximum of six for a personal account) and online statements. A monthly administration fee is applied so TOLL BY PLATE customers do not subsidize the administrative costs of E-ZPass billings.



DeLeon, Sheila	Forks Twp, PA	Sept. 23, 3:01 am	Hardship; traffic diversion
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I think the toll increase will negatively impact daily commuters, many of our local business, and pedestrian safety. We have many in Easton who commute to/from NY or NJ for work. The toll hike will affect the take home pay for those individuals at about \$80 a month. With rising costs for basic essentials like food and gas, that can be significant for individuals. I think both towns of Easton and Phillipsburg try to encourage our communities to shop locally so that our cities can thrive. Increasing the tolls will deter people who frequently cross the bridge to support the local establishments in both cities. Instead they might just choose to stay on one side versus the other. I think the toll hike will also push more traffic and congestion toward

the free bridge area and perimeters of Easton and Phillipsburg. This will make travel and traffic flow more difficult and raise risks for pedestrians walking to the local markets and river side parks. That increased congestion again can contribute to people choosing not to travel across the bridge to shop at the small businesses. In addition, more wear of the free bridge and that surrounding area will be anticipated and cause increased infrastructure maintenance costs that the tolls are supposed to offset. It can cause a vicious cycle that will continually require toll increases to sustain. Ultimately the change will negatively impact the communities and citizens of Easton and Phillipsburg.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions. The 50-cent Class 1 passenger E-ZPass toll rate change amounts to a 33 percent increase, while other toll rate increases range between 44 percent and 66 percent. The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among various highway toll bridges crossing the Delaware River.



Hajdu, John	Easton, PA	Sept. 23, 8:21 am	Questions need & DRJTBC’s toll authority
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When you went cashless you eliminated positions unless I'm mistaken. First of all your commission which everyone knows is a politically appointed one with positions given to friends of politicians has no right to exist. There is no reason why the two states cannot share responsibility and maintenance of the bridges but then elected officials

would not be able to grant favors. I hope you wear masks when these increases take affect. It's outlaw behavior

Staff response:

- The Commission ultimately was – and is – an agency created by the State of New Jersey and the Commonwealth of Pennsylvania.
- The Commission’s existence is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- A single-page document explaining the Commission’s authority to collect tolls is available on the Commission’s website at: https://www.drjtbc.org/wp-content/uploads/Authority_to_Toll.pdf.



Albanese, Michael	Bethlehem, PA	Sept. 23, 9:21 am	General opposition
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Do not raise toll rates. In my lifetime, you have always raised rates and never lowered.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



McKenna, Jeffrey	Falls Twp. PA	Sept. 23, 12:38 pm	Hardship; questions need; seek undefined cost cuts
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I am not in favor of any toll hikes. Inflation is forcing costs to rise across the board for working families and this increase in tolls may seem minor but makes a big difference

to my family. I have serious doubts that any of this is strictly necessary from a safety perspective, and believe it be a way to continue to fund a bloated administration for the DRJTBC. Try looking internally for cost cutting measures before you put the responsibility on the backs of hard working families in PA and NJ.

Staff response:

- The Commission has 30 fewer full-time positions than it did five years ago.
- The Commission’s transportation network is a 24/7 operation.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Peli. Christine	Falls Twp, PA	Sept. 23, 12:54 pm	Hardship; local discount; cut costs
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Toll hikes are another tax on citizens in the county. Inflation increased costs of everything while employee pay did not increase at the same rates. The toll should be LESS for those that live in bucks county who travel on these bridges on a regular basis. Cost cutting should come from reducing internal redundancies and not be put on the drivers.

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.
- The Commission’s jurisdiction includes portions of five counties in New Jersey and four counties in Pennsylvania.
- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver’s place of residence. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for Bucks County would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”



Magobet, Joe	Morrisville, PA	Sept. 23, 2:21 pm	General opposition; local toll discount
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As a resident of Morrisville, I respectfully request that the Delaware River Joint Toll Bridge Commission consider implementing a free or reduced toll rate for residents of Morrisville Borough. The Trenton-Morrisville Toll Bridge is a vital access point for our community, especially via North and South Pennsylvania Avenue, and many residents rely on it for daily travel. I propose that residents with an active E-ZPass account registered to a Morrisville Borough address be eligible for either toll-free passage or a discounted rate. If a toll-free option is not feasible, I strongly recommend maintaining the current toll rate of \$1.50 for Morrisville residents to help ease the financial burden on our local community. Thank you for your consideration and for supporting equitable access for those who live closest to and rely most heavily on this bridge.

Staff response:

- The Commission has assessed uniform toll rates for each of its toll bridges for more than two decades.
- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver’s place of residence. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for a motorist because he or she resides in Morrisville would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”
- Unlike the vast majority of other bridge-communities in the Commission’s bridge network, Morrisville residents have access to two non-tolled vehicular bridges as an alternate to its lone toll bridge. The only other bridge-host community with a similar advantage in the Commission’s jurisdiction is neighboring Trenton.

Turner, Diane	Phillipsburg, NJ	Sept. 24, 8:30 am	Questions need; traffic diversion
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You get rid of your toll takers and then increase the tolls. This smacks of GREED! This will increase the traffic jams using the free bridge. Please reconsider this asinine adjustment!

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.
- The 50-cent Class 1 passenger E-ZPass toll rate change amounts to a 33 percent increase, while other toll rate increases range between 44 percent and 66 percent. The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Meyer, Phillip	Bangor, PA	Sept. 24, 1:47 pm	General opposition; questions need
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As a retiree who the hike would affect, I don't understand why the toll bridge commission needs to raise the toll fee which was only \$1.00 for passenger cars only a few years ago. This is nothing less then highway robbery.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



Varga, Steve	Nazareth, PA	Sept. 24, 5:33 pm	Questions need; toll takers removed
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I think this is completely ridiculous you got rid of all the toll takers so people couldn't pay cash, now you want to raise the rate how are you not saving money you must be wasting money and paying the people in charge too much

Staff response:

- The Commission eliminated cash transaction to join the prevailing tolling industry trend of collecting tolls through cashless All-Electronic Tolling (AET). The goal is to remove outmoded congestion-prone cash toll booths and install open-road overhead gantries to collect tolls electronically at highway speeds. This change will improve safety, reduce accidents, further mitigate congestion, promote convenience, and increase efficiency for motorists and the Commission.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.

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Lobish, Matthew	Blairstown, NJ	Sept. 25, 4:58 pm	General opposition; toll takers removed; unsupported claims
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The tolls are already excessive. You are not paying toll booth operators anymore. How is EZPass getting away with charging a 27\$ administrative fee on late tolls? Someone in your commission must be high to think anyone believes you need 5\$/toll for upkeep and repairs. Who is profiting from this BS?

Note: Mr. Lobisch submitted two comments. The other submission contained vulgarities, profanity and wished cancer on Commission staff, that comment will not be addressed.

Staff response:

- The Commission's E-ZPass service provider does not charge a \$27 administrative fee. The only fees the E-ZPass service provider applies is a \$1 a month administrative fee for E-ZPass account holders, a \$5 fee for second TOLL BY PLATE billings after a motorist fails to pay the initial billing,

and a \$30 violation fee after a TOLL BY PLATE customer fails to provide payment by the prescribed deadline in a second toll bill. At this point, it becomes a toll violation.

- Under the Commission’s TOLL BY PLATE billing process, a customer receives a bill requesting payment of a toll or multiple tolls within a prescribed timeframe. If payment is not received by the stated deadline, a second bill is issued and a \$5 FEE is applied to cover the additional costs of processing and mailing the second bill. If the second bill is not paid by its stipulated deadline, the bill is elevation to a toll violation under which the \$5 FEE is removed and a \$30 violation fee is applied.
- The proposed Class 1 passenger vehicle \$5 TOLL BY PLATE rate (\$2 increase) is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers.
- The Commission is a non-profit bi-state government agency.



Hutchings, John	Solebury Twp, PA	Sept. 25, 7:45 pm	Questions justification; restore commuter discount
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If there is a legitimate need to impose a minimal toll increase, there should also be a discount program for travelers frequently using the toll areas.

Ex: EZ pass holder uses 10 tolls, a following number of uses (10 as an example) would be charged at a reduced rate.

As a resident in community that abuts park adjacent to 202 toll area, I would like to see visual buffer: trees or wall to block view from the park and Canal Walk development.

I assume there is a drawing or visual rendering of what the finished area adjacent to the park would look like. Please let me know where I can see an artist rendering of the finished project.

Staff response:

- The Commission phased out its former E-ZPass commuter discount program nearly two years ago.
- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the

Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.

- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- This individual’s other comments have nothing to do with the proposed toll schedule that is under consideration for 2026.



Scott, Sarah	Delaware, NJ	Sept. 26, 7:24 am	Hardship; general opposition
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As a NW NJ resident, I travel over the DWG for most of my errands and for work, making it an almost daily trip. This toll increase would be a hardship for residents in this area, as we have no other choice for grocery and household shopping. It would place an undue burden on residents already struggling with increased costs of living. In addition, it will cause tourism to drop and affect local businesses in a rural area. Do not raise the tolls, they were just raised in the past year.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



Zander, Jennifer	Phillipsburg, NJ	Sept. 26, 7:46 am	Hardship; traffic diversion; opposes \$5 TOLL BY PLATE
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Thank you for allowing public comment before enacting a toll hike. I live in Phillipsburg. We have two bridges right next to us to get to PA, the RT 22 toll bridge and the 'free bridge' accessed from South Main Street. As with most Americans, money is extremely tight. Phillipsburg is an especially financially strapped area. The stress an increase in the toll is not financially feasible for many. If the toll is increased, this will drive many more people to use the free bridge. South Main street is already difficult to get through. The elimination of cash tolls has driven many people to the free bridge, possibly because they do not want to pay \$3.00 when they were paying a \$1 (I think it was a dollar at that time). Now you want to increase the pay by plate to \$5!! That is absolutely ridiculous. Many people do not have the ability to have easy pass as they do not have a credit card they can attach to it. I know there are other options, but looking at it realistically, if you do not have a credit card, you most likely do not have another form of payment that will work. Please consider all other options before enacting a toll hike. At least please consider keeping pay by plate at \$3 and maybe ezpass to \$1.75. Thank you for considering my comments.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- The 50-cent Class 1 passenger E-ZPass toll rate change amounts to a 33 percent increase, while other toll rate increases under this proposed adjustment range between 44 percent and 66 percent. The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among various highway toll bridges crossing the Delaware River.
- The proposed Class 1 passenger vehicle \$5 TOLL BY PLATE rate (\$2 increase) is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers.



Haycock, Darryl	Phillipsburg, NJ	Sept. 26, 9:21 pm	Questions need; traffic diversion
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This upcharge is nothing but pure greed, unless the people who run the bridge want to pay for phillipsburg and Easton to get a new 4 lane bridge to reduce traffic then this charge should not go through, no reason it should be \$2 per car either, this unnecessary stress on the town of phillipsburg should not be happening due to tolls

increasing and if so then ez pass sand bridge commission should be sharing a portion of those profits with the town of phillipsburg to pay for extra road work for considerably high maintenance costs after the tolls originally went cashless years ago.

Staff response:

- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among various highway toll bridges crossing the Delaware River.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.



Marinelli, Lisa	Franklin Twp, NJ	Sept. 26, 11:08 pm	Questions need; general opposition
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Please consider NOT to raise the toll for the 57hillipsburg/Easton bridge. What is the money for? There are no toll collectors anymore. You have a few cutting grass in the summer and plowing in winter. You don’t paint the bridge every year. What cost do you have? Rumor has it, it will go up to \$5. Please don’t do this to the people who use this bridge. I just can’t afford it.

Staff response:

- The proposed \$5 toll is for non-E-ZPass-equipped Class 1 passenger vehicle drivers who receive a TOLL BY PLATE billing instead. The corresponding proposed toll rate for Class 1 passenger vehicles equipped with E-ZPass is \$2.
- The proposed Class 1 passenger vehicle \$5 TOLL BY PLATE rate (\$2 increase) is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. It is a 24/7 operation and is not limited to two bridges between Easton and Phillipsburg.

- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.



McNamara, Tracy	Phillipsburg, NJ	Sept. 27, 7:53 am	General opposition; traffic diversion
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I am not in favor of a toll increase. I reside in the down town area and traffic is already bad enough. Each time there is an increase it gets worse.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.



Gunderman, Rebecca	Phillipsburg, NJ	Sept. 27, 8:18 am	Hardship; traffic diversion
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The cost to cross the bridge is getting absurd. Some residents have to travel into PA daily for work, many for retail or food service positions that do not pay well. Given the cost of living at present, further stressing these people is just another hit. Then you

have residents who go into PA for health care or to shop for necessities or see family. When the toll increases, traffic to the free bridge increases, leading to a host of other issues. Consider the PEOPLE who need to cross these bridges. Take into consideration the financial stress so many are facing. Take into consideration the effects on the community when people have to find alternate routes because the cost becomes yet another burden on their shoulders. It isn't about convenience. People use the toll bridges out of NECESSITY.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Balan Lopez, Jocelyn	Alpha, NJ	Sept. 27, 12:00 pm	Hardship; traffic diversion
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Raising the rates will impact me significantly. I work in PA and constantly cross the bridge into PA. Raising tolls will put me in financial strain. Raising rates would have more people take the free bridge, creating additional traffic and more risk of accidents. Please take this into consideration. Thank you.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.

- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Ismail, Patricia	Phillipsburg, NJ	Sept. 27, 12:55 pm	General opposition
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I am OPPOSED to the proposed rate hike. You are considering a 34%rate hike! That is true highway robbery

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Tanya J	Phillipsburg, NJ	Sept. 27, 1:19 pm	Traffic diversion; toll takers removed; questions need
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I definitely feel like the free bridge is more backed up the higher these fees go. There has to be something they can get funding from so the free bridges don’t always get packed and it backs up our south Main Street terribly! Bad for businesses (because people start to avoid where it’s backed up) When is enough enough? We don’t pay toll booth people no more, so why is the rates going up more consistent now then before.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.



Morello, Vincent	Polk Twp, PA	Sept. 27, 2:11 pm	Various false claims about E-ZPass, DWG Toll Bridge; toll the non-toll bridges
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Dear Sir: 1) All of the toll facilities around Pennsylvania; NYS,MTA, New Jersey,Delaware, charge a higher amount for non respective e-passes, NYS charges additional 15%. Therefore why don't your agency charge more for non PA Ezpasses? 2) What about the non toll bridges. You can install gantries over these FREE Bridges with no problem or cost. 3) Years ago, more than 10 years ago, you promised third lane over the Interstate 80 westbound bridge. Where is it? PENDOT is expanding Interstate 80 in the next ten years. Where are you?

Staff response:

- The Commission implemented a two-tier toll pricing structure in April 2021, under which E-ZPass customers pay lower rates and non-E-ZPass customers (TOLL BY PLATE) pay higher rates.
- The Commission charges the same E-ZPass rates to applicable motorists regardless of the tolling entities affiliated with their respective E-ZPass account.
- There is no such thing as a PA E-ZPass. The state of Pennsylvania is not involved with the E-ZPass electronic toll collection system. The Pennsylvania Turnpike, however, operates its own E-ZPass

customer service center which issues E-ZPass tags, administers accounts, and services that toll road’s transactions.

- The Commission’s E-ZPass service provider is the New Jersey E-ZPass Customer Service Center, which services seven toll agencies domiciled in New Jersey, Pennsylvania, and Delaware.
- The Commission did not “promise” a third lane on its Delaware Water Gap (I-80) Toll Bridge (DWGTB). The Commission at one time listed a possible future widening of that bridge in its prospective capital plan as a potential means of reducing congestion at its former cash-collection toll booths. But the idea was rejected as being a wasteful expenditure because congestion could be relieved through advances in electronic toll collections. Additionally, New Jersey’s Department of Transportation has no plans to widen its two-lanes-in-each direction route through its Mount Tammany area. Similarly, the ingress and egress beneath the Pennsylvania Department of Transportation’s Oak Street overpass immediately west of the Delaware Water Gap Toll Bridge is restricted to two lanes in each direction and PennDOT has no plans to change that. As such, any widening of the bridge would have limited impact – if any impact at all -- due to the two-lane width of the approach roadways leading to and from the bridge.
- A highway-speed open-road Express E-ZPass lane was installed and opened at the DWGTB in 2010.
- Cash collections ended at the DWGTB in January 2025, further eliminating congestion periods at that tolling point.
- The Commission plans to further improve westbound traffic movements in the coming years with a two-lane highway-speed all-electronic tolling gantry outfitted with E-ZPass transponder readers and cameras for recording license plates of non-E-ZPass-equipped vehicles.
- The Commission’s state/federal Compact prohibits the agency from assessing tolls on its 12 aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”



Poslusny, Gina	Phillipsburg, NJ	Sept. 27, 7:51 pm	Questions need; traffic diversion; toll elimination myth
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I don’t think it would be a good idea to raise the toll. The free bridge is already crazy with the added dispensary and apartments it would create more traffic and potential accidents. Not to mention there isn’t anyone at the toll bridge anymore so no raised salaries so why would it even need to get raised I’m sure it makes plenty for

maintenance already. And wasn't it already raised not that long ago. And also wasn't it supposed to be free after the construction was paid off?

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The notion that the Commission could unilaterally eliminate tolls at the Easton-Phillipsburg Toll Bridge (formerly the Bushkill Street Bridge) "after the construction was paid off" is a myth. The Commission's federal Compact as revised April 1, 1987 states: "At any time the Commission shall be free of all outstanding indebtedness, the State of New Jersey and the Commonwealth of Pennsylvania may, by the enactment of substantially similar acts, require the elimination of all tolls, rates, rents, and other charges on all bridges with the Commission's jurisdiction and control and, thereafter, all costs and charges in connection with the construction, management, operation, maintenance and betterment of bridges within the jurisdiction and control of the Commission shall be the financial responsibility of the states as provided by law."
- Like any other tolling agency in the United States, it's extremely unlikely that the Commission will ever be free of indebtedness. The Commission must periodically issue bonds to finance construction and improvements for its bridges, roadways, and related facilities. Additionally, toll revenues are used to cover the expenses of operating, maintaining, and repairing the Commission's transportation and operations infrastructure. The Commission continues to issue new bonds when warranted for new projects and improvements.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. It is a 24/7 operation and is not limited to two bridges between Easton and Phillipsburg.
- The Commission's transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Estela, Juan	Phillipsburg, NJ	Sept. 27, 7:55 pm	General opposition; toll takers removed
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It's not a good idea, that's my personal opinion. We already suffered an increase when you guys decided to take the people from the booth. Thanks

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Kohvar, Katja	Yardley, PA	Sept. 28, 9:48 pm	Hardship
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I am very disappointed to hear of the proposed toll hikes. My husband and I use the bridge crossing the Delaware from PA to NJ every single day to get to work and the cost really adds up over the year. We live in Yardley so we immediately get off the highway after the bridge, and if we avoided the bridge it would add 20-30 minutes to our commute. That leaves us with no choice but to pay hundreds of dollars a year just to travel to and from work. I am a graduate student and my husband is a teacher, so as you might imagine, our income is tight. I urge you to reconsider these toll hikes and consider the impact this will have on working class families like ours.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Helgeson, Vicki	Pittsburgh, PA	Sept. 28, 9:59 pm	General
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This is ridiculous! My daughter is a student at Princeton and lives in Yardley to save on rent. It’s already sad that she has do pay a toll every day to go into school.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Zabala Belenguer, Raul	Yardley, PA	Sept. 29, 7:11 pm	Hardship
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It is outrageous that, in the current economic situation, working class people will have to be further punished in unavoidable expenses such as commute. Me and my family are already struggling as it is with rampant increases on groceries and other living expenses, and this is just one more stone to carry in our tired shoulders. This is unacceptable, and evidences once more that we are just expendable horsepower for economic interests that are detached from people's reality. I hope this doesn't happen, this is not what we are told this nation stands for.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Korp, Kathleen	Phillipsburg, NJ	Sept. 29, 9:48 pm	Traffic diversion; toll non-toll bridges; commuter discount
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I can remember when it only cost a dime to cross the bridge to PA. Raising the toll has made traffic congestion in the town terrible bc people bypass the toll bridge.. All that lost revenue! Perhaps the commission should start charging on ALL the bridges so the

toll bridge rate would not need to be increased every year. Also it seems that rates should not have to increase bc of all the people terminated when automatic tolling was installed. You also need to reinstate VOLUME pricing for locals who use the bridge to commute. Thank you for your time.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- The Commission is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- The Commission’s state/federal Compact prohibits the agency from assessing tolls at its 12 aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”
- The Commission’s phased out its former E-ZPass commuter discount program nearly two years ago.
- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1

passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.



Major, Sarah	Titusville, NJ	Oct. 1, 11:36 am	Traffic diversion
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Ever since the tolls were installed on the Scudders Falls bridge there has seen a dramatic increase in the number of tractor trailer trucks, boat trailers, RVs, campers, car haulers, and other oversized vehicles detouring through River Dr in the park and turning onto Grant St to exit onto Route 29.

These vehicles routinely knock over stop signs and damage private property.

The DBJTBC and WC Park authorities need to do more to keep vehicles from entering the intersection of State Route 29 and County Route 546 in the first place.

Once these vehicles cross over the intersection they are left with few options, either use the lower River Dr section of the park and Titusville to exit or back out onto Route 29.

Better signage and an additional bridge guard presence closer to the intersection would help.

Park pedestrians have no sidewalks to use along the lower portion of River Drive and aren't expecting to share the narrow road with oversized vehicles cutting through the park.

I'm surprised that the state park authorities would allow such conflicting usage, especially with the upcoming celebration of the semi-quincentennial and expected influx of visitors.

Currently, the bridge approach signage says 'No Wide Vehicles' 'Weight limit 3 tons'.

How about 'No Trailers', 'No Vehicles Higher and Wider than X'? Better signage on the approach routes of Route 29 and Route 546 would help, as well.

There has also been an increase in these same vehicles turning onto Grant St from Route 29, thinking there's another river crossing option in the vicinity.

Additional signage at Grant St and Route 29 such as 'No River Crossing' might help.

Another risk is that the Grant St canal bridge is weight restricted at 20 tons and crosses the heavily used tow path that has no signage indicating an active roadway.

The expected Scudders Falls toll increase in 2026 is very likely to increase the number of vehicles attempting to use the Washington Crossing bridge to avoid tolls unless better efforts are employed.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists' driving habits based on time and convenience mitigate these situations over time.
- This individual's other comments have nothing to do with the proposed toll scheduled that is under consideration for 2026.

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Sullivan, Liz	Titusville, NJ	Oct. 2, 4:03 pm	Traffic diversion
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We have only lived here for two years on the corner of Grant Street and witnessed stop signs by the children's bus stop taken down by trucks At least 5 times. Also one tree dead, and the other one not looking very good.

Staff response:

- This individual's comment makes no reference to the proposed 2026 toll schedule under consideration for 2026.

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Slotnick, Laurie	Yardley, PA	Oct. 7, 5:45 am	Hardship
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I work at capital health in Trenton NJ. We do not get huge raises to cover the increase in toll. Less than then cost of living. I must use the bridge to get to work to save lives. Think of us working people saving lives !!

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Trenton-Morrisville area has three (3) bridges, one (1) toll, and two (2) toll-supported or “free” bridges for interstate transportation, which makes the Bridge Commission unique, as other toll agencies rarely have a mixture of toll and non-toll transport. This uniqueness is only possible when there is enough revenue from tolls to fund the needed maintenance, upkeep, and improvement of toll-supported bridges.



Mullen, Sean	Upper Makefield, PA	Oct. 7, 6:43 pm	Commuter discount
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My son and I are regular commuters to NJ for work and school and these regular toll increases are alarming. Not only have rates gone up significantly, when the commuter discount was removed it was a double hit. At a minimum please consider the commuters and bring back the commuter discount.

Staff response:

- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service

Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.

- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.



Balint, Barbara	Bristol Twp, PA	Oct. 8, 1:56 pm	Hardship
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I feel this is a bad time to raise the tolls. There should be a compromise so it's not such a hardship with the proposed hike. Hope you reconsider. Thank you.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Commission cannot change its responsibilities for the 24/7, 365 days per year operation of interstate travel in tough economic times. We have bridges and roadways to maintain to public safety standards, in all types of weather. The collection of tolls is vital for our operational and financial obligations.
- The Commission’s operating responsibilities and capital project obligations do not wait for favorable economic conditions to arise as means of averting or mitigating tolling changes.



Martens, Christopher	Delran, NJ	Oct. 9, 8:55 am	Toll expiration myth
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The majority of the country gets along without charging tolls on nearly every highway, bridge and tunnel. Other than possibly in Portland, Oregon charges no tolls on highways or bridges. In Arizona, there no tolls whatsoever in that rapidly growing state. In Virginia, they took down toll booths on I-95 near the NC border because THE

ROAD HAD BEEN PAID FOR. Why does the the Northeast in particular have to subsidize other states' free-to-use roads? Tolls on the Parkway and Turnpike were supposed to have been removed once THE ROADS HAD BEEN PAID FOR. Your commission should do the right thing and sunset its toll-collecting operations and give free commerce to New Jersey, Pennsylvania and all other drivers across the Delaware.

Staff response:

- The Commission is statutorily obligated to charge tolls for the revenues necessary for operations and capital renewal.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source – by law.
- The **“ROADS HAD BEEN PAID FOR”** premise is a myth, the roadways of the NJ Turnpike and Garden State Parkway have been repaired, replaced, expanded, many times over since their original construction, and require continuous funding for their operations and capital renewal. The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.



Martens, Christopher	Delran, NJ	Oct. 9, 8:55 am	Toll expiration myth
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As an owner operator truck driver, these increases are excessive. I use the bridge several times a week, I will have to partially raise rates and eat some of the increase as well, both of which are not good for the economy. Please don't respond with the generic costs are going up, I see a lot of equipment, vehicles and waste of money on these bridges with the DRJTBC logo.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.

- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source – by law.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Kolek, William	Upper Makefield, PA	Oct. 9, 3:51 pm	Traffic diversion; toll Washington Crossing
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Instead of raising the toll on Scudder falls why not put a toll on the Washington Crossing bridge. This would help eliminate the traffics caused by the original Scudder toll. People are using the Crossings free bridge. If it had a toll you would be collecting more crossings and might not have to raise the Scudder toll most people in Washington Crossing would welcome the toll to help reduce the increase in traffic. .

Staff response:

- Traffic volumes on the Washington Crossing Toll-Supported Bridge remain at or below levels recorded in years preceding construction of the current Scudder Falls Toll Bridge and the initiation of tolling in July 2019.
- The Commission’s state/federal Compact prohibits the agency from assessing tolls on its Washington Crossing Toll-Supported Bridge and its 11 other aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the

provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”

McNeal, Richard	Lambertville, NJ	Oct. 9, 3:54 pm	Maintain current Class 1 E-ZPass rate; only increase other rates
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The rate for EZ Pass Class 1 passenger vehicles should remain the same but raise the rest accordingly for Toll by plate and larger vehicles.

Staff response:

- The Commission implemented a two-tier toll pricing structure in April 2021, under which E-ZPass customers pay lower rates and non-E-ZPass customers (TOLL BY PLATE) pay higher rates.
- If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- The proposed \$2 Class 1 E-ZPass toll – if approved -- would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Class 1 passenger vehicle toll would rise 50 cents – a 33 percent increase -- if the proposed 2026 tolls adjustments were to be approved. Other rates rise by increments of \$2 or more with percentages that are 44 percent or 66 percent higher.
- The Commission’s proposed toll rate adjustment is constructed in a manner to ensure every vehicle class shoulders a share of the toll burden. To exempt one class of motorists would necessitate charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”

Taylor, Julia (#2)	Lambertville, NJ	Oct. 9, 3:58 pm	Hardship; discount tolls for locals
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Hello - Thanks for this opportunity to comment. I understand the needs of the commission and am a proponent of smart infrastructure practices. However, we live in

a unique area where residents often cross the river westbound multiple times a day. I live in Lambertville, where the closest grocery store is in New Hope, my child plays sports in Solebury, etc. Yes, there is a free bridge, but it's inconvenient for many who live north of it and on weekends it's endlessly choked with traffic. I urge you to consider some framework under which local residents have a max toll per day - perhaps one or two tolls at most. I can foresee a spiral similar to those that face public transit - not enough riders/cars crossing bridges means higher costs which reduces the number of riders/cars and so on. Thanks for your consideration.

Staff response:

- Lambertville hosts a non-tolled bridge and Solebury hosts a non-tolled bridge. As a matter of law, the costs of operating, maintaining, and policing these bridges are covered by a share of the revenues the Commission collects at its eight toll bridges linking the states of New Jersey and Pennsylvania.
- Despite its name, the New Hope-Lambertville (Route 202) Toll Bridge is located in Solebury, PA. and Delaware Township, N.J.
- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver’s place of residence. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for a Lambertville resident would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”



Hellyer, Chuck	Morrisville, PA	Oct. 9, 4:17 pm	Toll the non-toll bridges
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Please consider placing tolls on the current free bridges instead of only the main bridges. Why should motorists willing to pay a toll be penalized with increasing tolls to subsidize those who refuse to pay a toll? Those refusing to pay tolls use the bridges that are maintained in part by tolls paid by other motorists. With the toll by plate procedure and EZ pass readers, there is no reason all bridges can’t be a toll, thereby spreading the cost of maintaining all of the bridges to ALL motorists using them.

Staff response:

- The Commission is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate

unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.

- The Commission’s state/federal Compact prohibits the agency from assessing tolls at its 12 aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”



Major, Sarah	Titusville, NJ	Oct. 9 (Toll Hearing)	Traffic diversion
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“Thanks am I unmuted for you? Thank you for the presentation. Its informative. My name is Sarah Major I live in Titusville, NJ, which is the village that is right next to Washington Crossing State Park on the New Jersey side. My concern and my neighbors concern is since there has been a toll placed on the Scudders Falls Bridge, we have seen a large increase in the number of trucks that attempt to get over the Washington Crossing Bridge to avoid the toll. And then are either redirected by the toll bridge monitors. Or not even redirected, but come down through the lower part of Washington Crossing State Park along River Drive, and then come up through the village of Titusville, looking for a way back to 29. I can’t imagine that if we have a toll increase, which I’m not opposed to, that the number of vehicles will go down. What we would like to see is that the Bridge Commission, and probably working with the park and Hopewell Township, really tries to keep oversized vehicles out of that intersection from even attempting to come down through the bridge. Right now there is limited signage there, there is a small sign that says, weight limit 3 tons. There’s another sign that says no wide vehicles. But the signage could be much better, and we really hope that the Bridge Commission will work with us on this, uh, to try to keep these oversized vehicles out of our neighborhood. You know, it’s everything from Winnebago’s to car haulers to tractor trailers, you know, 7 axles who try and get through here. Um, so that’s my comments, and thanks again for the evening.”

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll-adjustment-induced diversions are temporary and motorists’ driving habits based on time and convenience mitigate these situations over time.
- Although this individual’s other comments have nothing to do with the proposed toll schedule that is under consideration for 2026, the situation that she describes is real. Trucks attempt to evade tolls on this bridge (Washington Crossing Toll Supported Bridge) and nearly every other toll-supported bridge under the jurisdiction of the DRJTBC. This agency staffs these bridges with personnel 24/7 who turn away many of the trucks that attempt to evade a toll and cross a weight-limited bridge. Therein lies the conflict, if trucks are allowed to evade tolls and cross Washington Crossing Toll Supported Bridge, the bridge will be damaged, likely placed out of service eventually. If trucks are turned away, the situation that Ms. Major describes exists. Route 29 in NJ allows trucks, NJ Route 546 allows trucks, so the situation is complex, involving Ewing Township, NJDOT, NJDEP, and DRJTBC. DRJTBC is willing to see if the other agencies involved can help to ameliorate the situation.



Madawela, Marini	Phillipsburg, NJ	Oct. 9, 10:19 pm	Questions need; commuter discount; traffic diversion
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Another price raise seems unprecedented for toll pass users when the commission already automated several bridges. Also where is a decent rate for five day a week commuters who travel to or from PA for work? Why should towns have to absorb traffic? Why should commuters be put in more danger near on/off ramps for free access to main interstate roads?

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll – if approved -- would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- The Commission’s state/federal Compact prohibits the agency from assessing tolls at its 12 aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.



Poland, Shaun	Hopatcong, NJ	Oct. 10, 5:07 pm	Opposes toll rates and classification for gooseneck, 5 th -wheel; hardship; federal/state funding
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It doesn't really matter what anyone has to say in the public comment's you're going to do what you want anyway. Can't meet budget squeeze the public for more money. It's becoming increasingly unfair and extremely expensive to just move about the two states. I went from \$2 towing my personally owned fifth wheel camper to paying \$16 in one toll increase. Now it \$18 and this new proposal puts me at \$26. Why? Because I have a private fifth wheel camper. With today's technology why can't ez-pass users, mine is through the DRJTBC, that are private citizens with private campers all be charged the same? Don't give me the "bumper pull" RV is lighter. There are bumper pulls that weigh substantially more than my 5th wheel. As private citizens with ez-pass we should be able to register the plates and vehicles to our account and be charged as a class 1 with a trailer no matter what it is. If the citizen chooses toll by plate well then they should be charged according to the rates proposed. They choose to create more administrative work and that's the cost of business. These proposals are making it extremely hard for middle class working families to just get out of NJ. What monies are you getting from the federal government since a majority of the bridges are on federal roadways. The states should also be paying in since there are a couple state roadways as well. I get that everything costs more but squeezing us more just can't be the only option.

Staff response:

- The Commission's in-lane toll collection system classifies vehicles by profile (height) and number of axles. The Commission's policy of classifying vehicles by profile and axles dates back to December 2002 and is consistent with the practices of numerous other toll agencies.
- Whether a vehicle configuration is privately owned or commercially owned has no bearing on classification for toll-assessment purposes.
- The commenter states that he paid \$2 for crossing a Commission toll bridge towing a fifth-wheel camper. He may have been charged this incorrectly assessed toll by a toll collector previously, but it does not have relevancy in the recent past and moving forward.
- Many pickup truck owners outfit their vehicles with fifth-wheel/gooseneck apparatus to haul campers, recreational trailers, multi-car carriers and other long trailers across Commission toll bridges. The profile of such vehicle configurations – a Class 1 passenger vehicle (two axles) outfitted with a fifth wheel/gooseneck and hauling a two-axle camper/trailer eight-feet or above in height – is the equivalent of Class 4 four-axle commercial vehicle.
- The current rate for this configuration is \$18 for E-ZPass and \$20 for TOLL BY PLATE. These rates would increase to \$26 and \$32, respectively, if the proposed 2026 toll adjustment were to be approved.
- The manner in which recreational vehicle combinations and fifth-wheel/gooseneck combinations are supposed to be assessed was re-affirmed during the 2016 public involvement process that

established a toll schedule for the Scudder Falls Toll Bridge and again during the 2021 toll-setting process.

- This assessment process and classifications of fifth-wheel/gooseneck trailers that are eight-feet or above in height is not being changed under the proposed toll adjustments for 2026.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure consists of lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.



Kosits, Jean (#2)	Ewing, NJ	Oct. 10, 6:13 pm	Hardship
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This proposed toll hike creates an increased financial stress on members of members of the community who live on Delaware riverfront towns. We are more likely to have regular daily interactions with communities directly across the river. Personally i cross into Bucks County from Ewing on an almost daily basis for medical appointments, volunteer activities, and socializing with dear friends in Yardley. When I purchased my home the toll was reasonable. It has quickly steadily increased since moving here. I personally am on a fixed income as a retiree. Inflation is already depleting my savings. I cannot take many more hits.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Angelini, Ethan	E. Stroudsburg, PA	Oct. 10, 9:02 pm	Eliminate tolls and toll booths; claims bridge has not been improved
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Bridge should be free. Absolutely ridiculous paying for any of the crossings. Raising the price? Should lower it to nothing and demolish all of the toll plazas. The booths do nothing but impede traffic. The conditions of the crossings is never improved. Toll roads should be abolished by executive order or by congress. Cannot believe you want to raise the price of any of the crossings when nothing is done to improve their conditions. Nothing but a bunch of nasty, greedy, career collectors who never had any real jobs or contribute anything to society. Let Penndot take it over and forget about it.

Staff response:

- This commenter appears to be referring to the Delaware Water Gap (I-80) Toll Bridge which has been tolled since its inception in December 1953 and which predates the creation of the Interstate Highway System.
- The Delaware River Joint Toll Bridge Commission is an independent bi-state government transportation agency serving the states of Pennsylvania AND New Jersey. The DRJTBC was created by the Commonwealth of Pennsylvania, and the State of New Jersey. I subsequently was codified by the United States Congress under Article I, section 10 of the Compact Clause for the express purpose of addressing a common issue of interstate transportation. In other words, the Compact that guides the DRJTBC was enacted FOR THE CONVENIENCE of the sponsoring states, so their respective DOTs **would not have** the responsibility (and cost) of maintaining, constructing, and replacing these bridges.
- The Commission does not receive state or federal subsidies. Tolls are the Commission's sole revenue source – by law.
- The assertion that the Commission can unilaterally eliminate tolls is an erroneous notion.
- The Commission's federal Compact as revised April 1, 1987 states: "At any time the Commission shall be free of all outstanding indebtedness, the State of New Jersey and the Commonwealth of Pennsylvania may, by the enactment of substantially similar acts, require the elimination of all tolls, rates, rents, and other charges on all bridges with the Commission's jurisdiction and control and, thereafter, all costs and charges in connection with the construction, management, operation, maintenance and betterment of bridges within the jurisdiction and control of the Commission shall be the financial responsibility of the states as provided by law."
- Like any other tolling agency in the United States, it's extremely unlikely that the Commission will ever be free of indebtedness. The Commission must periodically issue bonds to finance construction and improvements for its bridges, roadways, and related facilities. Additionally, toll revenues are used to cover the expenses of operating, maintaining, and repairing the Commission's transportation and operations infrastructure. The Commission continues to issue new bonds when warranted for new projects and improvements.
- Many improvements have occurred at this bridge in the past 15 years. Toll collection was improved with the completion of an Express E-ZPass open-road tolling lane in 2011. The bridge was last rehabilitated between 2011 and 2012. The concrete approaches to remaining cash

collection toll lanes were reconstructed in 2021. Cash toll collections – a major travel delay factor – ceased at this location in January 2025.



Siedt, Lesley	Phillipsburg, NJ	Oct. 10, 9:44 pm	General opposition; questions need
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I am a resident of Phillipsburg, NJ. I have lived here for 48 years and frequently travel into Pennsylvania. I am opposed to the toll hike. I see no reason for it unless you can show us what the money is being used for. I want to see where it's going.

Thanks for your attention to this matter.

Staff response:

- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission's jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line. The Commission operates around-the-clock 365 days a year.
- The Commission's transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission's eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- The Commission is audited annually. Audits dating back to 2002 are posted on the Commission website at: <https://www.drjtbc.org/documents/audit>.
- The Commission operating budget is posted on the agency's website at: <https://www.drjtbc.org/documents/budget/>. This document is updated annually.
- Annual reports highlighting major capital projects and other initiatives dating back to 2006 are available on the Commission website at: <https://www.drjtbc.org/documents/annual/>.
- Biennial bridge inspection reports dating back 2006 list completed capital projects and projects in development or underway and are available on the Commission website at: <https://www.drjtbc.org/documents/inspection/>.

Kitchen, Michele	Milford, PA	Oct. 11, 4:47 am	Hardship; general opposition; toll takers removed; non-Commission issues
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Are we soon going to be charged for breathing in the Commonwealth of Pennsylvania? We pay more for gas, groceries, utilities, insurance, housing, and now tolls, yet we are losing any benefits that our taxes pay for. Pennsylvania can't even fix the potholes in the roads but they want us to pay more for tolls. You've even done away with the employee salary overhead, forcing hardworking people out of their jobs, and you want to cut down more trees and produce more garbage by sending paper bills in the mail. How about raising the minimum wage which hasn't been raised in nearly 20 years. How about helping the people dying on the streets from fentanyl and Xylazine in Kensington instead of raising the costs of tolls? How about standing up against the fascist regime we have in the White House? \$5.00 for each trip past an invisible line. Soon we won't have to worry about paying tolls because we won't be able to afford the cost of financing a vehicle or paying for auto insurance. Will you start charging money to ride a bicycle next if that's what everyone is going to end up resorting to for transportation next? Pike County doesn't even have public transportation or taxi services. You squeeze every last dime out of our pockets and give us less and less in return for our taxes. No wonder nobody wants to live in the United States anymore.

Staff response:

- While staff understands the frustration that this commenter may feel about toll costs increasing, the listing of false equivalent topics raised such as: breathing; minimum wage; fentanyl; fascist regime; Pike County public transportation, etc. have no relevance to the Commission and are not part of its Compact-directed mission.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway,

bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

- The Commission operates pursuant to agreements enacted by its two jurisdictional states (New Jersey and Pennsylvania) in December 1934 and to supplemental agreements completed in 1947, 1951, and 1985. These agreements form the basis of the agency’s federal Compact, first authorized by the United States Congress in 1935 (“Compact”) and revised by Congress in 1947, 1952, and 1987.
- These laws regulate the Commission’s jurisdiction, operations, and powers. The Commission is charged with providing safe and efficient river crossings and facilitating the movement of commerce between the two states. As a bistate transportation agency, the Commission’s powers do not extend to the setting of minimum wages, combating fentanyl and Xylazine in Kensington, or engaging in politics.
- The proposed \$5 TOLL BY PLATE rate for a non-E-ZPass-equipped Class 1 passenger vehicle (two axles and less than 8 feet high) reflects the costs of paying for the Commission’s bridge system and the additional expenses of processing a TOLL BY PLATE transaction (identifying a vehicle owner through respective state records, mailing a bill, and then handling payment).
- The Commission has a two-tier toll pricing system under which E-ZPass customers pay lower rates and TOLL BY PLATE customers pay higher rates.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.



Whalen, Maureen	Independence Twp, NJ	Oct. 11, 12:40 pm	Hardship; general opposition
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I cross the Delaware Water Gap on I-80 several times a month as a matter of my regular routine. The current EZPass toll of \$1.50 is already high. Raising this fee by more than 30% at a time when basic costs (utilities, groceries, etc.) are increasing exponentially is completely unacceptable. Please note my strongest possible opposition to this proposed increase.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.

- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Strzepek, CJ	Harmony Twp, NJ	Oct. 11, 1:08 pm	Toll takers removed; traffic diversion; \$5 TOLL BY PLATE
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Proposed rate change is too much. Drjtbc profits every year but keep increasing rates. Saved by removing toll workers and now year over year rate increases. This will just burden the surrounding free bridges and there community's. Creating more congestion for those local municipalities. 5\$ toll by plate to leave nj are we turning into the gwb . People use the toll bridge as a convince but if the prices keep going up it will just become a burden. Once they start losing traffic the rates will need to go up more and more until it folds. Truck traffic will be the only thing left being they have no other choice.

Staff response:

- The Commission is a non-profit bistate government transportation agency.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people's driving habits based on time and convenience have mitigated this situation over time.
- The proposed \$5 TOLL BY PLATE rate for a non-E-ZPass-equipped Class 1 passenger vehicle (two axles and less than 8 feet high) reflects the costs of paying for the Commission's bridge system and the additional expenses of processing a TOLL BY PLATE transaction (identifying a vehicle owner through respective state records, mailing a bill, and then handling payment).



Kramer, Sarah	Alpha, NJ	Oct. 11, 1:15 pm	General opposition; toll takers removed; traffic diversion; hardship
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This is absurd. For years these tolls were \$1 and it's bad enough that they were increased by 50% but to increase them again? Plenty of money is being generated by the current tolls especially at the non EZ pass rates of \$3. I thought eliminating the toll collectors should be saving the commission money? It is unreasonable and unfair to increase the tolls this much. Think of the residents of NJ local to these areas that have to pay these tolls on a regular basis to go about our daily lives. We are already under enough financial stress without this added cost. If you want to know what this will cause it will be additional traffic at the free bridges because it is unreasonable to expect that residents will be able to afford this.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people's driving habits based on time and convenience have mitigated this situation over time.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Segada, Sarah	Easton, PA	Oct. 11, 1:29 pm	Hardship; traffic diversion; toll non-toll bridges
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I'm an Easton resident and go back and forth from Jersey to home a few times a week for work, shopping, etc. using the toll bridge with my easy pass. I'm very disappointed to see the Easton-Phillipsburg bridge toll increasing yet again. I understand that this increase is meant for funding for upkeep on all Delaware River bridges but will in turn probably force drivers to use the free bridge, increasing wear and tear on it. I'm proposing instead of increasing this bridge to add a small (less than \$1) toll to bridges down in French town, Milford, etc. The Easton area community shouldn't have the sole responsibility of funding the bridges of the Delaware while other towns can use bridges without any tolls attached. If this toll increases again, I will be opting to use the free bridge no matter how long the line. Thank you for the consideration.

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people's driving habits based on time and convenience have mitigated this situation over time.
- The Commission's state/federal Compact prohibits the agency from assessing tolls on its Uhlerstown-Frenchtown Toll-Supported Bridge, its Upper Black Eddy-Milford Toll-Supported Bridge, and its 10 other aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: "...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto."
- The Easton-area community does not have sole responsibility of funding the Commission's bridge system. The Commission has eight toll bridges: Milford-Montague (Route 206) Delaware Water Gap (I-80); Portland-Columbia (Routes 46, 611, 94); Easton-Phillipsburg (Route 22); I-78; New Hope-Lambertville (Route 202), Scudder Falls (I-295); and Trenton-Morrisville (Route 1).
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission's eight toll bridges.

This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.



Stevens, Anne Marie	Phillipsburg, NJ	Oct. 11, 2:14 pm	Toll takers removed; bridge paid for myth; claims no work being done
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Absolutely ridiculous!!!! There are no longer toll collector's to pay, and this bridge has been paid for decades ago. When is enough, enough??? I know there is upkeep, but the bridges make a ton of money each year through tolls, and rarely is there work being done.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Commenter does not reference a specific bridge. Her municipality of residence (Phillipsburg) suggests that it's probably the Easton-Phillipsburg (Route 22) Toll Bridge.
- The notion that tolls would one day end at Easton-Phillipsburg is a misconception. Before original construction bonds for this bridge were paid off, new bonds were issued for approach roadway improvements in Easton, PA. and, later, Phillipsburg, N.J. The Commission also constructed additional toll bridges through other bond offerings.
- Under laws New Jersey and Pennsylvania enacted between 1984 and 1985 and the U.S. Congress ratified in 1987, the Commission was directed to use a share of toll bridge revenues to operate and maintain the former states' owned bridges along the Delaware River, including the heavily used and aging Northampton Street Toll-Supported Bridge (colloquially called "the free bridge") between Easton, PA. and Phillipsburg, N.J.
- With respect to the assertion that "rarely is there work being done," the Commission has conducted a rolling capital improvement program since 2001. In the past 15 years, there are multiple projects that have been completed or are being actively pursued at or in the vicinity of the bridges serving Phillipsburg: the I-78 Toll Bridge, the Easton-Phillipsburg (Route 22) Toll Bridge, and the Northampton Street Toll-Supported Bridge. These projects can be found among those listed on pages 10 to 15 of the PDF counter for the 2024 Annual Inspection Report posted at: https://www.drjtbc.org/wp-content/uploads/2024_Inspection_Report.pdf.
- Completed projects include:

- Easton-Phillipsburg Toll Bridge Rehabilitation (\$30 million);
- I-78 Toll Bridge PA Approach Paving Improvements (\$16.5 million);
- I-78 Approach Bridges and Slabs Rehabilitation (\$13.1 million);
- I-78 Welcome Center and Maintenance Garage Improvements (\$11.6 million);
- I-78 Open Road Tolling (Express E-ZPass lanes conversion) (\$8.6 million);
- Easton-Phillipsburg Toll Bridge Salt Storage Building (\$2.2 million);
- I-78 Pavement Joints Rehabilitation (\$2.2 million);
- I-78 Roadway Median Improvements – New Jersey (\$1.5 million);
- Easton-Phillipsburg Toll Bridge Ramp C Slope Stabilization (Phillipsburg) (\$1.4 million); and
- I-78 Roadway Median Improvements – Pennsylvania (\$493,000).
- Projects soon to be closed out, underway, or in the pipeline include:
 - I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Upgrades (\$29.5 million);
 - Northampton Street Toll-Supported Bridge Rehabilitation (\$18 million); and
 - I-78 NJ Abutment Slope & Drainage Improvements (\$2 million).
- If approved, the proposed toll adjustments for 2026 would enable the Commission to pursue financing to advance new projects aimed at removing former cash toll-booth structures at the Easton-Phillipsburg and I-78 toll bridges and installing open-road highway-speed toll collection gantries for collecting tolls through E-ZPass, TOLL BY PLATE license-plate billing, and other future all-electronic means.



Roye, Jay	Kunkletown, PA	Oct. 11, 2:17 pm	Hardship
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I am writing to express my concerns regarding the proposed toll rate adjustments for 2026, specifically as they will impact my regular travel to and from New Jersey for essential medical appointments. I frequently use Routes 78, 80, and/or 22 three times each week to attend doctor's appointments, and even a seemingly small increase of \$0.50 per trip, while perhaps negligible for some, will unfortunately create a significant and undue financial burden for me, as I am living on a fixed income

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source – by law.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Snyder, Ron	Lopatcong, NJ	Oct. 11, 2:18 pm	Toll takers removed; contends no work being done
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You took operators out of booths so who are you paying. To me sounds like people pockets are getting lined. Have not seen anything done with any of the bridges I cross. Other than routine maintenance which you are not telling me has increased that much. It’s robbery and you guys know it. As long as you keep getting the money. There are way to many vehicles crossing them bridges to see it’s a money scam.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Commenter does not reference a specific bridge. His municipality of residence (Lopatcong, N.J.) is close to Easton, PA. and Phillipsburg, N.J. and would be served by the I-78 Toll Bridge, the Easton-Phillipsburg (Route 22) Toll Bridge, and the Northampton Street Toll-Supported Bridge (colloquially referred to as “the free bridge.”).
- In reference to the assertion that he has “not seen anything done with any of the bridges I cross,” the Commission has conducted a rolling capital improvement program since 2001. In the past 15 years, there are multiple projects that have been completed or are being actively pursued at or in the vicinity of the bridges serving Phillipsburg: the I-78 Toll Bridge, the Easton-Phillipsburg (Route 22) Toll Bridge, and the Northampton Street Toll-Supported Bridge. These projects can be found among those listed on pages 10 to 15 of the PDF counter for the 2024 Annual Inspection Report posted at: https://www.drjtbc.org/wp-content/uploads/2024_Inspection_Report.pdf.
- Completed projects include:
 - Easton-Phillipsburg Toll Bridge Rehabilitation (\$30 million);
 - I-78 Toll Bridge PA Approach Paving Improvements (\$16.5 million);
 - I-78 Approach Bridges and Slabs Rehabilitation (\$13.1 million);
 - I-78 Welcome Center and Maintenance Garage Improvements (\$11.6 million);
 - I-78 Open Road Tolling (Express E-ZPass lanes conversion) (\$8.6 million);
 - Easton-Phillipsburg Toll Bridge Salt Storage Building (\$2.2 million);
 - I-78 Pavement Joints Rehabilitation (\$2.2 million);
 - I-78 Roadway Median Improvements – New Jersey (\$1.5 million);
 - Easton-Phillipsburg Toll Bridge Ramp C Slope Stabilization (Phillipsburg) (\$1.4 million); and
 - I-78 Roadway Median Improvements – Pennsylvania (\$493,000).
- Projects soon to be closed out, underway, or in the pipeline include:

- I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Upgrades (\$29.5 million);
- Northampton Street Toll-Supported Bridge Rehabilitation (\$18 million); and
- I-78 NJ Abutment Slope & Drainage Improvements (\$2 million).



Driver, Hailey	Pennington, NJ	Oct. 11, 3:24 pm	General opposition
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With everything in the economy, why up the toll, I think that’s ridiculous

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Farkas, Crystal	Sandyston, NJ	Oct. 11, 4:16 pm	Hardship; local economic impact
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We travel the milford bridge regularly for all of our shopping. With a toll increase, we would really need to consider staying in NJ for shopping. I can't imagine this increase would help the local economy. People are already struggling.

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source – by law.

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Depew, Ken	Belvidere, NJ	Oct. 11, 4:22 pm	Hardship
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Please DO NOT raise the toll prices in the near future! People are hurting and raising prices in this volatile economy will only add economic pain to hardworking Americans!

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source – by law.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Larason, Ryan	Morrisville, PA	Oct. 11, 4:45 pm	General opposition
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These rate increases are crazy. The rates were just hiked within the last few years.

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Curley, Kathryn	Washington, NJ	Oct. 11, 5:20 pm	General opposition; toll takers removed
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Why raise the toll? There’s nobody manning the toll plaza- even the electronic says telling me my ez-pass paid the toll are gone

Staff response:

- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Grundt, Ana	Phillipsburg, NJ	Oct. 11, 6:13 pm	Hardship; traffic diversion
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Raising tolls 50cents is a lot considering many of us use that bridge to avoid heavy traffic on the free bridge to get into Easton for work. Then on top of a \$2.00 bridge toll we have Easton parking meters to deal with. It's just too much given how everything else currently is making life very difficult financially.

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission's sole revenue source.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

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Zieba, Raquel	Mt. Bethel, PA	Oct. 11, 6:13 pm	General opposition; hardship
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I strongly oppose the proposed toll increase. As someone who commutes across this bridge every single day, this price hike would place an unfair financial burden on working people like me who have no practical alternative route. These tolls are already expensive, and raising them even further will hurt everyday commuters, not just occasional travelers. Higher tolls don't just impact individuals—they affect families, local workers, and the entire community. Instead of making it harder for people to get to work, we should be finding ways to ease costs and improve accessibility. Raising tolls during a time of rising living expenses is both unreasonable and out of touch with the realities residents face. I urge decision-makers to reject this increase and consider the economic impact on the people who rely on this bridge every day.

Staff response:

- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source – by law.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Paul, Tatyanna	Phillipsburg, NJ	Oct. 11, 6:13 pm	Traffic diversion; local impacts
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Hello All, I have recently moved in at the Elks Building, a few steps away from the Free Bridge in Phillipsburg. During my time living here, I have noticed the increasing amount of traffic caused by Pennsylvanians avoiding the Toll Bridge. Wait times are up to 30 minutes to get down the street and I have even witnessed road rage from impatient and annoyed drivers. If the toll rate is increased this will only increase the traffic and road rage. This will also affect the businesses on South Main Street as it is already crowded. Honestly the toll needs to be decreased so more people take the Toll Bridge and alleviate the stress at the Free Bridge. I urge you to look at the current traffic patterns or send a representative to drive down here and see for themselves the difficulties we experience. Increasing the toll will only create further disruption and less profit from the toll bridge. Hopefully my words are considered as I am already concerned by the traffic outside of my apartment. Thank you!

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.
- Traffic issues in Phillipsburg, NJ have existed for decades and is not the sole purview of the DRJTBC. Traffic conditions on North (and South) Main Street are also a result of the town only having one street from which its residents can travel along the river to the business and residences that are located there. South Main Street also has street parking, which further impedes the flow

of traffic through its north/south thoroughfare. These street are not within the scope of the Commission's jurisdiction.



Grundt, Matthew	Lopatcong, NJ	Oct. 11, 6:19 pm	Hardship; toll takers removed
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A rate increase at this time makes no sense and would be a hardship for me (and many others). Plus with the advent of 100% electronic collections there's less headcount which means less overhead. Please refrain from imposing a toll increase.

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Mathes, Elizabeth	Phillipsburg, NJ	Oct. 11, 6:40 pm	Traffic diversion
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To who it may concern, The proposed tolls on the Easton/Phillipsburg toll bridge are a great concern to me as a citizen of Phillipsburg who travels between the states multiple times a day. My use of the toll bridge is already severely limited due to constricting budgets during this time and I am restricted to the free bridge most often. While others in the community may still be affording the still recent hike imposed, i believe this will put a further burden on our communities. This will cause more families within our community to be forced to use the free bridge, and while this is welcome, the flow of traffic in this area will be even more deeply impacted than it has

been already. Please reconsider this change for the benefit of our communities! Thank you for your time.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.



Taylor, Amanda	Northampton, PA	Oct. 11, 6:56 pm	Tax money myth
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We built these bridges with our tax money NO TO HIKING THE TOLLS UP

Staff response:

- The construction, operation, and maintenance of all toll bridges owned/controlled by the Commission was paid for by tolls – not taxes.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.

Reitemeyer, Yvonne	Lopatcong, NJ	Oct. 11, 7:15 pm	General opposition
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This increase is too big. For people who work in pa and use the bridge every day going to \$2 per trip is outrageous. I am strongly opposed to this level of increase.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

Morse, Sharon	Easton, PA	Oct. 11, 8:16 pm	Questions need; toll takers removed
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Seriously, again? Why? What is being done with the current funds from the last toll rate increase? Considering the number of jobs eliminated by cashless tolls this doesn't seem like a good move.

Staff response:

- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.

- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Yates, Bradford	Ewing, NJ	Oct. 11, 8:24 pm	Commuter discount
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Please bring back the discount for those of us that work in Pennsylvania, our family uses the Scudder Falls Bridge at least once a day & sometimes 3-4 times a day, we would really appreciate it if you could bring that back like when the bridge opened. Thank You for Reading!!! Be Well!!!

Staff response:

- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers –

now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.



Seeley, Brian	Williams Twp, PA	Oct. 11, 8:53 pm	Questions need; toll takers removed; seeks financial info
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How much is enough? You removed all the people at the toll booths...I am not sure if the Financials are public, but would love to look at them...

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Commission is audited annually. Audits dating back to 2002 are posted on the Commission website at: <https://www.drjtbc.org/documents/audit>.
- The Commission operating budget is posted on the agency’s website at: <https://www.drjtbc.org/documents/budget/>. This document is updated annually.
- Annual reports highlighting major capital projects and other initiatives dating back to 2006 are available on the Commission website at: <https://www.drjtbc.org/documents/annual/>.
- While not statistical, an important financial-related document – Financial Resilience Policy adopted in late 2020 – may be viewed at: https://www.drjtbc.org/wp-content/uploads/Financial_Resilience_Policy.pdf.
- Monthly meeting minutes include attachments on cash deposits, revenue bonds status, investments, traffic and revenue, operating budget status, purchases, and statements of revenue and expenses and may be accessed at: <https://www.drjtbc.org/commission-meeting/#minutes>.



Hendershot, Jonah	Wilson, PA	Oct. 11, 9:39 pm	Traffic diversion; no increases for “residents;” make toll bridge “free to locals”
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The cost should not go up. Especially for residents. The free bridge traffic will be far to great for the intersection to handle. If both were free to locals, traffic would be much better

Staff response:

- This commenter did not provide specifics, but – based on his place of residence – he is referring to the Easton-Phillipsburg (Route 22) Toll Bridge and the Northampton Street Toll-Supported Bridge, which is colloquially referred to as “the free bridge.” (Note: the host municipalities of these two bridges are Easton, PA. and Phillipsburg, N.J. – not the commenter’s municipality of residence, Wilson, PA.)
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.
- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver’s place of residence. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for a Wilson resident would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”



Pozzi, Chaz	Lehigh, PA	Oct. 11, 10:36 pm	Hardship
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DO NOT CHANGE TOLL. I CAN'T AFFORD IT!

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

Schaible, Dave	Lopatcong, NJ	Oct. 11, 11:06 pm	Hardship; general opposition
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Given the economic climate in our country the DRJTBC should not be raising rates, the commission should be working within its current rates, find ways to save money and NOT burden the travelers with this. Do not increase rates.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

Freire, Helen	Northampton, PA	Oct. 11, 11:09 pm	No tolls for Pennsylvanians
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I don’t agree with the increase. Nor do I agree with having to pay a toll to enter a state where I live and pay taxes on. You Ez pass system can obviously tell who lives in PA. It’s just a matter of having the software developers put in additional coding.

Staff response:

- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver’s place of residence. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for all Pennsylvanians would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”

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Ng, Kim	Easton, PA	Oct. 11, 11:27 pm	General opposition
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No increasing toll on the pburg-Easton toll bridge

Staff response:

- The Commission’s two-tier toll structure – lower rates for E-ZPass customers and higher rates for non-E-ZPass-equipped TOLL BY PLATE customers – is uniformly applied to the agency’s eight toll bridges.
- The proposed 2026 toll adjustments are not intended to change that practice. The proposed toll increases – if approved – would be applicable to all Commission toll bridges, including the Easton-Phillipsburg (Route 22) Toll Bridge.

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Sutter, Deborah	Northampton, PA	Oct. 12, 5:57 am	Questions need; toll takers removed
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The toll workers have already been eliminated. What is the justification for toll increases aside from greed? What are the benefits? Bring the toll workers back if no cost savings/benefits have been realized.

Staff response:

- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.

- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Wright, Mike	Jersey City, NJ	Oct. 12, 7:50 am	Hardship; traffic diversion; toll elimination myth
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Please vote no on toll increases. It’s already too expensive as you can see by the lines queuing for the free bridge options. It will only serve to make traffic worse. Moreover, tolls were meant to pay for the cost of the bridge not be something used to line the pockets of special interests in perpetuity. Ie the construction companies.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Commission is statutorily obligated to charge tolls.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Weaner, Scott	Lower Makefield, PA	Oct. 12, 10:11 am	Questions need; general opposition
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This rate increase is truly obscene. The increase is about 30% for some of the tolls by my quick calculation. There is no way to justify this. We are being held hostage.

Staff response:

- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen

prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.

- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The commenter’s reference to a 30 percent increase apparently applies to the proposed \$2 Class 1 E-ZPass toll for vehicles with two axles and less than 8 feet high. If approved, this toll rate still would remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Cifelli, Dante	East Hanover, NJ	Oct. 12, 5:19 pm	Hardship
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This increase would negatively effect the financial situation of so many people who are already struggling as it is, and should not go into effect.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.



Smith, Kelly	Bushkill Twp, PA	Oct. 12, 6:16 pm	Questions scope and need; claims bridge has not been improved
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The hike increase is steep. There have been no improvements to the bridges after the last increases. There are less employees now than before. Our communities are already hurting from all the other costs. What’s the reason for this increase?

Staff response:

- This commenter does not state which bridge he/she is referencing, but the cited location of residency suggests it might be the Delaware Water Gap (I-80) Toll Bridge.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- With respect to the comment “There have been no improvements to the bridges after the last increases,” the record shows there have been multiple projects during the past 15 years at the Delaware Water Gap (I-80) Toll Bridge alone and dozens of others at the Commission’s other bridges, roadways, and support facilities.
- The Delaware Water Gap list includes:
 - A highway-speed Express E-ZPass open-road tolling lane was completed in 2011.
 - The bridge was rehabilitated between 2011 and 2012.
 - Between 2010 and 2012, a series of repairs were made to the bridge’s substructures under a system-wide scour and remediation program.
 - An expansion of the bridge’s maintenance garage was completed in 2013, enabling improved responses to winter storms and emergencies at this bridge location.
 - The concrete approaches to remaining cash collection toll lanes were reconstructed in 2021; New Jersey approach roadways also were repaired and improved as part of this project.
 - Cash toll collections – a major travel delay factor – ceased at this location in January 2025.

- If approved, the proposed toll adjustments for 2026 would enable the Commission to pursue financing to advance new projects aimed at removing former cash toll-booth structures at Delaware Water Gap (I-80) Toll Bridge and installing a new open-road highway-speed overhead gantry that would collecting tolls through E-ZPass, TOLL BY PLATE license-plate billing, and other potential future all-electronic means on all westbound lanes.



Baxter, Dylan	Forks Twp., PA	Oct. 12, 6:52 pm	General opposition; hardship
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Stop raising the prices. Sure seems like we can't manage money, which is the easiest thing in the world. Everyone is on a shoe string budget. Figure it out. Make prices competitive and attract more clientele. This is gauging.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission's sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The Commission is in a mature service region and cannot be compared to a retail store, or "attract more clientele". Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



Torres, Nicole	Phillipsburg, NJ	Oct. 12, 6:54 pm	General opposition; traffic diversion
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We don't need another toll increase. In the almost 7 years I've been here there have been many toll increases. The Free Bridge builds so much traffic and the toll ramo is at the end of my street.

Staff response:

- The Commission only raises tolls periodically based on need. For Class 1 passenger toll bridges, the only increase in the past seven years was a 50-cent increase that was phased in through two 25-cent increments spread over a three-year period. There have been no additional toll changes within the past seven years.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.



Stull, Kerrie	Palmer Twp., PA	Oct. 12, 9:25 pm	Hardship
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My husband has to go through the toll bridge on 22 from PA to NJ and NJ to Pa twice a day 5 times a week for work. If you raise the rate to \$2.00 that's \$20.00 a week. You may say, well it's only an extra \$5.00. To some, that extra money can go towards something else. Taking the free bridge is out of the question since it's gridlocked at that time of day, and it takes forever for him to come home from Flemington NJ if he comes home 611.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.



Egan, Grace	Titusville, NJ	Oct. 12, 11:57 pm	Traffic diversion; reverse congestion pricing; commuter discount; senior discount; enforcement at Washington Crossing; Scudder Falls traffic and revenue
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I believe the current toll structure encourages drivers to use the non-toll bridges creating a greater burden on these aging bridges. Increasing the current hole on these larger bridges will continue to encourage drivers to avoid the toll bridges and to use the non-toll bridges. I do believe there is a way to encourage people to use the safer toll bridges by creating a graduated toll system, where lower tolls are possible during commuter hours. at one point there was a reduced rate option if you used it with 16 times within a certain period you were given a 40% discount. Is that still offered? I signed up as a senior to get a senior rate which proved to be limited to off hours when it was really impossible to even use. I use the Scudders Falls Bridge to go to my doctors & fitness activities, to do food shopping and to visit family & friends. It is safer option than using the Washington Crossing bridge. In the past, I have suggested making some of the smaller bridges one way so that it could accommodate safer passage and it would encourage drivers to use the toll bridge for the other direction. Please consider creating more meaningful reduced toll options for senior license drivers. 5-6 crossings to PA a week for Doctors visits, food shopping and family is easily 10-12 dollars. The smaller Wash Crossing bridge is tight and it seems the weight restrictions are not enforced. Presumably , the plans for the new the Scudder Falls bridge projected a certain utilization per day. Has that goal been met at the current toll structure? What is the daily utilization? Do you anticipate an increased toll will raise the daily vehicle count?

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and

implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.

- Prior experience at the Commission indicates that toll diversion is not permanent, people's driving habits based on time and convenience have mitigated this situation over time.
- The Commission does not discriminate against drivers based on age. Commission toll rates apply equally to all applicable drivers regardless of his or her age.
- The Commission's toll structure is two-tier: higher TOLL BY PLATE rates for non-E-ZPass-equipped motorists and lower rates for E-ZPass-equipped motorists. The Commission does not engage in congestion pricing – higher rates for peak travel periods and lower rates for off-peak travel periods. The notion of reverse-congestion pricing, lower rates for peak travel periods and higher rates for off-peak travel periods, is counterintuitive and, to the best of the Commission's knowledge, is not implemented by a toll agency anywhere. Conceivably, such a practice would run afoul of the federal requirement that tolls "shall be just and reasonable."
- The Commission rates are vehicle-based – number of rolling axles and vehicle height. A motorist's age is not a pricing factor.
- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver's age. The indenture requires tolls to be uniform in application to all traffic "regardless of the status or character of any Person participating in the traffic." To reduce tolls for a senior citizen would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls "shall be just and reasonable."
- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission's discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission's toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- The Commission has posted weight, height, and speed restrictions at its Washington Crossing Toll-Supported Bridge. There also are signs stating: "Narrow Bridge" and "No Wide Vehicles." These restrictions are enforced. Bridge load, size, and speed limits may be found at this webpage: <https://www.drjtbc.org/bridge-limits/>.
- The Washington Crossing Bridge is one of six Commission bridges where a bridge monitor is posted on a 24/7 basis to protect the aging structure from overweight/oversized vehicles, respond to accidents, and handle emergencies other incidents that might arise. The Commission maintains a shelter on the bridge's New Jersey approach as quarters for its bridge monitors. This is not possible on the Pennsylvania side, where all of the adjoining property there is state

parklands. When possible, however, Commission public safety personnel in an agency vehicle are positioned along the bridge’s Pennsylvania approach as an enforcement measure.

- When an event requires police action, the Commission contracts with State Police in New Jersey and Pennsylvania to respond and issue summonses where warranted.
- Despite ample signage, blinking lights, and other warning devices, oversized vehicles remain a persistent problem. In some cases, oversized vehicles destroy sign structures, damage other vehicles, and strike the bridge itself. Making matters worse, oversized-vehicle drivers are increasingly confrontational with Commission personnel who protect the bridge.
- Commission public-safety forces do the best they can. They turned away more than 3,700 oversized vehicles during 2023 and 2024 combined.
- Traffic studies, tolling documents, and other materials relative to the design and construction of the Scudder Falls (I-295) Toll bridge remain available on the Commission website at: <https://www.drjtbc.org/project/scudder-falls>.
- Monthly meeting minutes of the Committee are available on the Commission website at: <https://www.drjtbc.org/commission-meeting/#minutes>. Operations reports attached to the minutes include traffic and revenue statistics, E-ZPass penetration rates, turnarounds at load-posted bridges, and other information.

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Velez, Lourdes	Northampton, PA	Oct. 13, 6:36 am	Questions need; traffic diversion; hardship
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Why raised ? If the bridge hasn’t updated , lanes are so tight and the speed limit 25 . And the proposal going to have more traffic in the city of Easton that we the resident don’t want . People will use the city and will be dangerously high speed cars inside the city risking people lives. No everyone can afford more money from their pockets .

Staff response:

- This commenter does not specify as to which bridge he/she is referring, but the residency location, the citing of a 25 MPH speed limit, and the mention of Easton suggests the Easton-Phillipsburg (Route 22) Toll Bridge.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.

- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Pereira, Kristy	Phillipsburg, NJ	Oct. 13, 6:50 am	Traffic diversion; commuter discount
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Many of us go back and forth every day, sometime multiple times a day for work...this just never ends. Also- the traffic over the free bridge is going to be increased and it is already a challenge to go over that small bridge and have that traffic though the town. I used to work in a business just down from the bridge by the pizza place and the traffic is often backed up to that area and beyond because of people avoiding the

tolls. Please consider blocking traffic from doing that and modifying the hike for those of us who have to commute everyday.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.
- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.



Metz, Herbert	Baltimore, MD	Oct. 13, 10:04 am	5-axle tractor-trailer rates too high; federal assistance myth; “roadways” in poor shape
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I believe these toll hikes are BS.!! I travel through as a 5 axle vehicle and increasing the rate another \$20 dollars is CRAZY.!! If your government used the funds already collect (which are already TO HIGH) properly with the federal funds collected for some of these roadways there would be a surplus of funds after repairs done to the roadways,

which at this time are in very poor shape. My point is, learn to budget the funds properly and NOT SPEND beyond the collected amount as the rest of us have to live.

Staff response:

- The five-axle toll rate class in the Commission’s proposed 2026 toll rate schedule compares favorably with the corresponding rates charged by other toll agencies in the region. Comparative charts can be found in the More Toll Adjustment Information section on the Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage: <https://www.drjtbc.org/tollcomments>
- The Commission does not receive or utilize federal funds. The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The Commission inspects its bridges and roadways every two years and has administered and financed a rolling capital improvement program for more than 20 years.
- The Commission has not received any complaints to the effect that its roadways “are in very poor shape.”
- Biennial bridge inspection reports dating back 2006 are available on the Commission website at: <https://www.drjtbc.org/documents/inspection/>.



Childers, Jerry	Harmony Twp, NJ	Oct. 13, 2:38 pm	Questions need; commuter discount; hardship
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Please justify the reason for the increase. All the toll takers have been removed, so obviously there is a cost savings there. Many of the workers during their last days were given split and different shifts, probably in effort to make them leave on their own time, so you don't have to pay any severance. Local people should get a discounted rate, not an increase. There daily life is so interconnected between New Jersey and Pennsylvania that it is ridiculous so expect them to pay full price several

times a day. Money was spent to install a fancy light system on the Northampton Street Bridge which while it may be pretty, it was not necessary. Lights to see to cross the bridge are necessary, fancy light for decoration are not, especially if you need to raise toll prices. The economy is at a hard time right now, and everyone is trying to make ends meet, without the option of just receiving a pay hike for the asking. Its time to tighten your belt like the rest of us are doing.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.dritbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The Commission’s former frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could be tabulated and applied as a retroactive credit only on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer

Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.

- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

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Oseguera, Jennifer	Phillipsburg, NJ	Oct. 13, 3:37 pm	Hardship
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I do not agree with the proposed increase. I along with my husband have to drive to Easton area multiple times a week because of having a child that we share from a previous marriage. It is already costly and the increase will make it worse.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Phillipsburg is one of four communities in the Commission’s bridge system that has both a tolled highway bridge and a non-tolled load-restricted bridge.

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Booth, Judy	Bucks County, PA	Oct. 13, 4:59 pm	Toll takers removed; general opposition
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You get rid of toll Booth attendants and then you raise tolls. You glamorize your building that took way too long to rebuild and now we have to pay for this Stop this

craziness, Stop hurting the people who have no other way to get home. This is not fair!

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The commenter cites a “building that took way too long to rebuild.” Staff assumes that the commenter is referring to the new public safety/security building in Morrisville. Its construction was hampered by electrical-generation supply chain issues that caused causing delays. This supply chain issue is indicative of the reasons why capital construction costs are outpacing toll revenue in a mature service region.



Vasquez, Natanael	Warren, J	Oct. 13, 6:43 pm	Electric vehicle discount request
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As more EV and hybrid vehicles are becoming more popular every other agency provides a clean admission toll rate, your agency should consider and institute an EV green toll or a discount program based on the number of passages. As I commute to PA everyday and do not leave a carbon footprint in your state I believe that a plan like this would benefit many.

Staff response:

- The Commission’s in-lane toll collection system classifies vehicles by profile (height) and number of axles. The Commission’s policy of classifying vehicles by profile and axles dates back to December 2002 and is consistent with the practices of numerous other toll agencies.
- The Commission does not provide any discounts for electric-vehicle travel on its bridges.

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Pollet, Claudia	Pennington, NJ	Oct. 13, 10:09 pm	Hardship
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I strongly object to a toll hike on the bridges going across the Delaware River. As a New Jersey resident, I can barely make ends met with the outrageous increase in the cost of electricity and New Jersey state property taxes, thanks to our state government. In addition, the cost of food has gone up greatly in the recent past. And let me not forget the additional costs on other goods because of the president’s tariffs.

As a senior citizen, I live on a fixed income. Your increase in tolls will be just another insult to older people living in this state, and I plead with you not to do this.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

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Pritzel, Thomas	Pennington, NJ	Oct. 13, 12:52 am	Hardship
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I strongly object to a toll hike on the bridges going across the Delaware River. As a New Jersey resident, I can barely make ends met with the outrageous increase in the cost of electricity and New Jersey state property taxes, thanks to our state government. In addition, the cost of food has gone up greatly in the recent past. And let me not forget the additional costs on other goods because of the president’s tariffs. As a senior citizen, I live on a fixed income. I plead with you not to increase tolls on bridges crossing the Delaware River.

Staff response:

- While staff understands the frustration that this commenter may feel about toll costs increasing, the listing of false equivalent topics like electricity costs, property taxes, increased costs due to tariffs, etc. have no relevance to the Commission and are not part of its Compact-directed mission.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Bevis, Joseph	Hopewell Twp, NJ	Oct. 14, 7:27 am	Questions need
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I do not support raising the tolls, especially not without further explanation. Having watched the video presentation from the committee on the proposed toll increase, it is not clear why the increase is required. While there was reference to the need to keep percentages in reserve and maintain the bond rating, there was no review of the actual finances of the Delaware River Joint Toll Bridge Commission’s current finances, nor was there a projection provided of expected future toll revenue and why this would be necessary. Further, no explanation was given as to steps taken to reduce costs, which should be the first step taken. Costs for materials may be increasing but has there been examination of the budget to identify costs? Unless and until the DRJTBC takes steps to reduce costs and overhead, there should be no toll increase. I take the Scudders Falls Bridge at least once a week, and that frequency is about to increase. It is incumbent on the DRJTBC to shepherd its finances carefully and not increase tolls just because it can. I would call on the Committee to pause this proposed toll increase and instead engage in zero base budgeting to find ways to maintain the current bridges without raising tolls.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has inks to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects, and other factors, as described in the presentation, increasing costs are outpacing revenue increases for a mature toll service region.

- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The Commission is audited annually. Audits dating back to 2002 are posted on the Commission website at: <https://www.drjtbc.org/documents/audit>.
- The Commission operating budget is posted on the agency’s website at: <https://www.drjtbc.org/documents/budget/>. This document is updated annually.
- Annual reports highlighting major capital projects and other initiatives dating back to 2006 are available on the Commission website at: <https://www.drjtbc.org/documents/annual/>.
- Biennial bridge inspection reports dating back to 2006 list completed capital projects, projects in development or underway, and their respective associated program costs. These reports are available on the Commission website at: <https://www.drjtbc.org/documents/inspection/>



Willis, Catherine	Phillipsburg, NJ	Oct. 14, 7:55 am	General opposition; commuter discount; E-ZPass account fee
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I oppose the toll increase. I commute everyday into the Lehigh Valley, have had ez-pass for years. Couple years ago you took away the commuter "discount". I would suggest if you are going to increase tolls, you reinstate the commuter discount. Or

remove the monthly fee attached to the EZ Pass unit in your car. Other states with toll programs you buy the transponder outright, that could be an idea for you to do too. The constant "nickel and dime" is getting a bit out of control.

Staff response:

- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could be tabulated and applied as a retroactive credit on E-ZPass accounts administered only by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- The commenter cites a monthly fee attached to the E-ZPass transponder in her car. If her E-ZPass is obtained through the Commission’s E-ZPass toll-processing service provider – the New Jersey E-ZPass Customer Service Center – there is a \$1-per-month E-ZPass account fee. This fee is account-based, not transponder based. It is assessed by the Commission’s E-ZPass service provider and the Commission uses a share of the account fee to offset its E-ZPass operational costs.



Gallo, Allison	Milford, PA	Oct. 14, 11:14 am	Commuter discount
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I think if you are going to raise rates you should bring back commuter discounts for those of us who cross the bridge often. They used to have one for over by me on the Milford morgue bridge and discontinued it but I think it should be brought back

Staff response:

- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could be tabulated and applied as a retroactive credit on E-ZPass accounts only administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.



Brown, James	Upper Mt. Bethel, PA	Oct. 14, 2:42 pm	Hardship; questions need; toll takers removed
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I am outraged by the proposed toll increase from \$1.50 to \$2.00. This is a completely unreasonable and unjustified hike that directly burdens local residents like myself who rely on this bridge daily. Nothing has improved to warrant this increase. In fact, they reduced their workforce and put in “Toll by Plate” — supposedly to save costs, not pass them on to us. I cross this bridge every day for my job in New Jersey. This change means I’ll be paying \$10 a week, or about \$500 a year — just to get to work. That’s a serious financial hardship for working people in our community. Meanwhile, it feels like the toll commission is taking advantage of residents in Upper Mt. Bethel who have only one bridge option across the Delaware. It’s shameful. Because of this, I won’t even be visiting the Portland area of NJ. I will no longer spend my off-time or money in NJ businesses because of it. I’ll make every effort to use the free bridge in Belvidere instead. It’s clear these tolls are being raised to fund projects that don’t benefit our river communities at all. This decision is a slap in the face to residents, and the toll commission should be ashamed for squeezing hardworking people to benefit others elsewhere. Stop exploiting local commuters to fund unrelated projects

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges (eight toll bridges and 12 non-toll bridges, two of which are pedestrian only), 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- Many projects have been completed to improve the customer experience at the Portland-Columbia Toll Bridge in the past 15 years:
 - The Portland-Columbia Toll Bridge Approach Roadways Improvements Project (\$7.1 million) took place in 2015 and included a wide-range of work: toll-plaza roadway slab reconstruction; approach roadway/ramp resurfacing, reconstruction, and widening; resurfacing of the Locust Street (Columbia, N.J.) overpass approaches, roadway lighting upgrades; drainage improvements; replacement of all main river and approach deck joint sealers; application of methacrylate seal to bridge decks/parapets; and miscellaneous improvements.
 - A system-wide Substructure & Scour Remediation Project (\$9.7 million) included repairs to nine support piers and both bridge abutments at the Portland-Columbia Toll Bridge.

This included masonry repointing, epoxy injection crack sealing of pier footings, and spall repairs.

- A second system-wide Substructure & Scour Remediation Project (\$8.8 million) completed in 2012 included underwater repairs and scour-aversion measures to two bridge support piers at Portland-Columbia.
- A 2,000-ton salt storage barn was constructed under the Portland-Columbia Toll Bridge Facility Improvements Project (\$2.06 million) in 2010, greatly enhancing the Commission’s ability to handle winter storms and icing events at this bridge. Installation of impact attenuators, concrete toll plaza island repairs, and toll-plaza area restriping also occurred at this time.



Chiappa, Joseph	Bangor, PA	Oct. 14, 3:17 pm	Hardship
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33% increase seems very high, maybe a \$1.50 to \$1.75 for our EZ Pass would be more inline with the current economy. Our household is two seniors on a fixed income with only our SS income. We visit relatives often and like to shop for groceries in NJ. This would definitely have an impact on us. Thank you

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Kitchen, Kyle	Stewartville, NJ	Oct. 14, 3:25 pm	Toll takers removed
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Stop raising the toll prices. Tolls are collected through automation, so you don't have to pay a salary to toll collection workers. Tolls should be going DOWN not up

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases

prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.

- The Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.



Yates, James	Falls Twp, PA	Oct. 14, 7:02	Toll the non-toll bridges
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It would be much more fair if all the bridges were toll bridges. With the technology it seems very feasible.

Staff response:

- The Commission’s state/federal Compact prohibits the agency from assessing tolls at its 12 aging non-revenue-generating low-volume vehicular and pedestrian bridges. The Compact states: “...the Commission shall not fix, charge or collect fees, rentals, tolls or any other charges on any of the various bridges formerly toll or otherwise over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved April 1, 1912 (Chapter 297) and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL 148), and all supplements and amendments thereto.”



Sheridan, Michael	Morrisville, PA	October 14, 9:00 pm	General opposition; questions need and expenditures
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I could accept a toll increase if I thought the money was being spent on the actual bridges, but seems to me way too much money is being spent on fancy building for fhs DRJTBC. P.S. priority should have been put into getting rid of the dangerous and stupid

unused toll booths on the Rt 1 bridge instead of another unnecessary building next to it.

Staff response:

- As explained in press releases and annual reports dating back to 2018, the Commission is modernizing/overhauling its former administration building/maintenance garage complex in Morrisville.
- The former four-story limestone-faced administration building at the site dated back to the Truman administration. It was cramped, outdated, and dysfunctional. Its pre-computer-age design, outdated HVAC systems, and increasingly leak-prone roof made it unsalvageable. Professional personnel – financial/accounting, engineering, information-technology, administrative etc. – vacated the building in September 2019, leaving a small security presence and toll personnel. After 70 years, the building had reached the end of its service life and was torn down in 2023.
- The site has been transformed with a new two-story office building – much smaller than the prior four-story office building – and a new 8,900-square-foot maintenance and garage building. Prior improvements at the site include a new environmentally sound salt-storage barn, a canopy-covered vehicle fueling area, a magnesium-chloride mixing/dispensing system, maintenance vehicle cleaning apparatus, new utility service line, lighting-protection measures, and site fencing.
- The new office building will largely serve as a Commission security hub, while the scaled-down maintenance facility will augment the Commission’s much larger southern region maintenance building and yard in the Langhorne section of Middletown Twp. PA.
- The location’s former cash-collection toll plaza is expected to be removed by 2027 and replaced with an open-road highway-speed overhead gantry outfitted with cashless all-electronic toll equipment. This project’s design contract was awarded in July. A press release is available [here](https://www.drtbc.org/2025/07/design-contract-awarded-for-open-road-tolling-facility-at-trenton-morrisville-route-1-toll-bridge/): <https://www.drtbc.org/2025/07/design-contract-awarded-for-open-road-tolling-facility-at-trenton-morrisville-route-1-toll-bridge/>



Stopinski, Kevin	Endicott, NY	Oct. 14, 11:36 pm	General opposition; toll takers removed
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No to an increase to tolls. The cost is already in excess and now with complete automation the increase is unjust.

Staff response:

- The Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Butler, Nick	Portland, PA	Oct. 15, 6:48 am	Hardship
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The raised prices in tolls will cause significant hardship to myself and the rest of my community. The current tolls are already a considerably large bill that we pay monthly in order to travel to and from work.

Staff response:

- The Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Alfonso, Stephanie	Blairstown, NJ	Oct. 15, 9:50 am	General opposition; toll takers removed; questions need
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I think that the ez pass toll for passenger vehicles should remain the same at \$1.50. We have no option except to pay to get to work. There aren't even any people in the booths. Why do you need more money? Inflation is bad enough.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Commission's 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director's toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission's proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges (eight toll bridges and 12 non-toll bridges, two of which are pedestrian only), 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission's jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission's transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
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- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency's Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission's indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity "free" bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.

Hayes, John	Upper Mt. Bethel, PA	Oct. 15, 4:05 pm	PA Route 611 partial closure; hardship; discounted toll
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I believe that there should be a discount for people living in Portland and Mt. Bethel due to the fact that 611 is not fully open. I live in Mt. Bethel and to use Route 80 West the options are limited. I can go into NJ and then back into PA, but that requires paying the toll twice - once each way. I can use 611, but the one way system has proven to be unreliable. Last week my wife was forced to turn around in the Water Gap because the traffic light sensors are not reliable and malfunctioned so both directions were told to go at the same time. The only other way north is over the mountain on 191 which is both out of the way and dangerous, especially in winter. I understand the difficulties with re-opening 611 in both directions but I do think a fair solution would be to provide a flat discount, or just charge one toll if the vehicle goes NJ to PA on the Route 80 bridge and then later in the day goes NJ to PA on the Portland bridge. That is something that should be very easy to implement and would really help ease the pain of the toll being raised.

Staff response:

- The Commission is prohibited under its Trust Indenture from applying or excluding tolls based on a driver’s place of residence. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.” To reduce tolls for Portland and Mt. Bethel (not a bridge-host community) residents would require charging others higher rates to make up the difference. This would run afoul of the federal requirement that tolls “shall be just and reasonable.”
- The referenced section of PA Route 611 with a single travel lane is not owned or maintained by the Delaware River Joint Toll Bridge Commission. Moreover, the Commission’s Trust Indenture has no provisions that would be applicable to the commenter’s cited situation along Route 611.

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De La Calzada, Julian	Palmer, PA	Oct. 15, 5:02 pm	General opposition
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Raising the tolls for both EZ pass and non-EZ pass users is a disgusting and greedy tax on the public and there is no justifiable reason for it. Do not raise the tolls.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Toll revenues are the Commission’s sole revenue source. The Commission is in a mature service region; when toll revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Lennox, Debbie	Bangor, PA	Oct. 15, 6:28 pm	Questions need; commuter discount; hardship
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Since most toll booths are now unstaffed, which saves costs, I don't understand why tolls need to increase again. If tolls do increase, can the commuter discount increase, at least to compensate for the toll increase? I know it is my choice to live in PA and commute to NJ, but the cost to do so has increased exponentially with both the increase of fuel costs and the toll increases over the last several years.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges (eight toll bridges and 12 non-toll bridges, two of which are pedestrian only), 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.

- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
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- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Clauss, Brittany	Lehman Twp, PA	Oct. 15, 8:29 pm	Hardship; toll takers removed
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Hello, I do not agree with the toll raise, as I, like many others commute to NJ for work and it would make travel expenses much more difficult to keep up with than they already are. I do not see the need for a raise in the toll fees as many, if not all of the toll bridge employees were let go this past year in order for the tolls to be converted completely to cashless tolls.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New

Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Secoolisn, James	Morrisville, PA	Oct. 16, 7:38 am	General opposition; toll takers removed
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I think the rate hike is unwarranted since the rate hike January of 2025 the toll plaza attendants being removed and a change to a fully automated system should either keep rate the same or bring rates down.

Staff response:

- Tolls did not increase in January 2025. There was a 25-cent increase for Class 1 passenger vehicles (two axles and less than eight-feet high) in January 2024.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Alexander, Robert	Hillsborough, NJ	Oct. 16, 8:03 am	Questions need
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How do you justify raising the toll effectively 60% to 2.00 including the recent increase about a year ago from the 1.25 to 1.50. Seems egregious out massively outpacing inflation.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges (eight toll bridges and 12 non-toll bridges, two of which are pedestrian only), 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
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Arth, Gerald	Lower Makefield, PA	Oct. 16, 8:15 am	Questions need; commuter discount; general opposition
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There is absolutely NO justification for another 25% toll increase that far outstrips inflation or the costs to maintain and operate bridges. The nebulous reasons offered by the DRJTBC contain no specifics and are simply word salad. As a regular user of the

Scudder Falls Bridge, in the last four years I and many others like me have gone from paying no toll, to paying \$1.25, and then to paying \$1.50 once the EZ Pass commuter discount was stripped away. Enough is enough. The toll hike proposal should be rejected.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges (eight toll bridges and 12 non-toll bridges, two of which are pedestrian only), 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
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- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The former functionally obsolete congestion-and-accident-prone Scudder Falls (I-95) Bridge was constructed in 1959 with 50 percent federal highway funds (not part of the Interstate Highway System), 25 percent New Jersey funds, and 25 percent Pennsylvania funds. The bridge was owned jointly by the two states for 28 years. The states annually paid the Commission to operate and maintain it. The two states transferred their joint ownership of the bridge to the Commission on July 1, 1987 and, with the involvement of the U.S. Congress, directed the Commission to use a share of its toll proceeds to keep the aging safety-challenged bridge in service. During that time,

toll payers at the Commission’s seven existing toll crossings shouldered the maintenance, operation, and repair costs of that bridge from that point on.

- The free ride for Scudder Falls Bridge users – which had been subsidized by toll payers elsewhere -- ended with the opening of the first completed span of the new dual-structure Scudder Falls (I-295) Toll Bridge in July 2019. The implementation of tolls on the new bridge is being used to help pay the costs of building the bridge and fund the operation, maintenance, repair, and capital-improvement costs of the Commission’s entire bridge system, including the Scudder Falls (I-295) Toll Bridge.
- The frequency-based E-ZPass commuter discount program was initiated as a customer incentive tool when the agency first implemented E-ZPass service in late 2002. Other E-ZPass incentives were trimmed or eliminated in early 2010, but the frequent-commuter discount continued past its originally conceived term of application.
- The Commission’s discount actually came under fire in some quarters because it could be tabulated and applied as a retroactive credit on E-ZPass accounts administered only by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. Due in part to these criticisms and the complicated process of executing the discounts, the commuter discount program expired at the end of 2023.
- With the introduction of a two-tier toll pricing system in April 2021, the Commission’s toll structure – lower rates for E-ZPass customers and higher rates for TOLL BY PLATE customers – now incentivizes E-ZPass use. If the proposed toll adjustments were to be approved, the Class 1 passenger vehicle toll would be \$2 – an amount that is 150-percent less than the comparable \$5 TOLL BY PLATE toll.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Strickler, Matt	Morrisville, PA	Oct. 16, 8:39 am	Traffic diversion; TOLL BY PLATE misunderstanding; questions need
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My concern with the toll increase is the effect it will have with traffic on the neighboring bridges (Trenton Makes and Calhoun St). With this toll increase, drivers are going to be priced out (keep in mind millions of Americans are living paycheck to paycheck as it is), and will be forced to use the free alternatives. As traffic is already bad enough on the PA side of these bridges, the increase in travelers will make the roads even more dangerous and difficult to traverse, while the residences will have to experience even more unnecessary congestion. We need to encourage more divers to

the route 1 bridge, not discourage them. Also, with the toll booths being empty (less employment cost), and the toll by plate premiums covering the cost for the technology, I struggle to see the purpose of this increase.

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission's toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people's driving habits based on time and convenience have mitigated this situation over time.
- The TOLL BY PLATE rates reflect the base cost of a respective vehicle crossing a toll bridge and the additional costs of processing a TOLL BY PLATE transaction, i.e. determining a vehicle's owner and mailing address, printing a toll bill, mailing the toll bill, and then processing payment(s).
- If approved, the proposed toll adjustments for 2026 would enable the Commission to pursue financing to advance new projects aimed at removing former cash toll-booth structures at its toll bridges and installing open-road highway-speed toll collection gantries for collecting tolls through E-ZPass, TOLL BY PLATE license-plate billing, and other potential future all-electronic means. This includes the Trenton-Morrisville (Route 1) Toll Bridge, where such a project is already in the pipeline. In July, the Commission hired an engineering firm to design the new highway-speed toll collection facility. Construction could begin in late 2026. A press release is available here: <https://www.dritbc.org/2025/07/design-contract-awarded-for-open-road-tolling-facility-at-trenton-morrisville-route-1-toll-bridge/>.
- The Commission's 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.dritbc.org/tollcomments> -- has links to a YouTube video of the Executive Director's toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
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- The Commission has 20 river bridges (eight toll bridges and 12 non-toll bridges, two of which are pedestrian only), 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission's jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
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- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
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Daniels, Ryan	Yardley, PA	Oct. 16, 1:50 pm	General opposition; questions need
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Increase is not needed as it was just increased a year ago and I’m unaware of any new bridge construction that would necessitate an increase in toll rate.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
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- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.

- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.



Sikorski, Ed	Franklin Twp. NJ	Oct. 16, 5:37 pm	Hardship; federal funding myth; TOLL BY PLATE calculation; traffic diversion
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While I understand costs for improvements, the tolls were covering that. And some of these bridges are federally funded interstate roads. This is a minimum 33% increase! My family has never received a 33% bonus at work, a 33% pay increase, or any such increase in atleast 10 years. And 150% increase to those without EZpass! A 75% increase to those with a trailer! Perhaps drivers need to vote at the polls to remove the authority of this ever increasing toll bridge management with private toll collection taking more profit. And this will just result in more traffic to those non-toll bridges with result in over stress and wear to the road ways and bridge infrastructure. Why not a 33% increase over 5 years? \$0.10/year? This will hurt those already losing jobs, being hit with tariffs (taxes passed to the consumer), and inflation. I know many that moved to PA (and myself soon) because living in NJ is expensive. I can't wait for the locals that live near the non-toll bridges to get increase traffic...because ironically, people will drive further to save.

Staff response:

- The Commission is statutorily obligated to charge tolls.
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The TOLL BY PLATE rates in the proposed toll rate adjustments reflect the base cost of a respective vehicle crossing a toll bridge and the additional costs of processing a TOLL BY PLATE transaction, i.e. determining a vehicle’s owner and mailing address, printing a toll bill, mailing the toll bill, and then processing payment(s). The proposed \$5 toll for a non-E-ZPass-equipped Class 1 passenger

vehicles (two axles and less than eight-feet high) accurately reflects the true cost of now collecting that toll.

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Prior experience at the Commission indicates that toll diversion is not permanent, people’s driving habits based on time and convenience have mitigated this situation over time.



Falzarano, Ashley	Easton, PA	Oct. 16, 11:07 p.m.	General opposition
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are you serious???? As if you guys don’t make enough money already with \$3 PER CAR. Whoever thought this was a good idea is absolutely insane. News flash this isn’t NYC. Get a grip.

Staff response:

- The TOLL BY PLATE rates in the proposed toll rate adjustments reflect the base cost of a respective vehicle crossing a toll bridge and the additional costs of processing a TOLL BY PLATE transaction, i.e. determining a vehicle’s owner and mailing address, printing a toll bill, mailing the toll bill, and then processing payment(s). The proposed \$5 toll for a non-E-ZPass-equipped Class 1 passenger vehicles (two axles and less than eight-feet high) accurately reflects the true cost of now collecting that toll.
- The commenter may want to consider acquiring an E-ZPass, as the proposed toll rate for E-ZPass customers with Class 1 vehicles is \$2.00, which would be 33 percent less than the \$ 3 she is paying now for TOLL BY PLATE.



Nisler, Jennifer	Milford, PA	Oct. 17, 8:19 pm	Hardship
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A toll increase would cause a hardship.

Staff response:

- The proposed \$2 E-ZPass toll for Class 1 passenger vehicles (two axles and less than eight-feet high) would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Weiss, Brittany	Shohola, PA	Oct. 17, 9:53 pm	Generally opposed; toll takers removed
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Continuously raising the prices without any upgrades or improvements. Why a need for increases when all toll collection positions have also been terminated?

Staff response:

- This commenter’s residency (Shohola Twp. in Pike County, PA.) suggests she probably is a Milford-Montague (Route 206) Toll Bridge user.
- Commission expenditures on completed capital projects, anticipated program costs of projects nearly completed or in some form of preparation and execution, and estimated program costs for projects proposed for consideration in the next 10 years may be found near the beginning of annual bridge inspection reports: <https://www.dritbc.org/documents/inspection/>.
- Projects completed in the past 15 years or so at the Milford-Montague (Route 206) Toll Bridge include – but are not limited to – the following:
 - Milford-Montague Toll Bridge Rehabilitation -- \$18.5 million
 - Generator upgrades were made under the District 3 (northern Region) Facilities Standby Generators Improvement Project – estimated 35 percent of \$942,000 project program cost.
 - LED lighting conversion and other improvements and cost-saving measures were achieved under the Building and Facilities Energy Conservation Project – estimated 11 percent of total project program cost.
 - In 2018, the Commission winter-storm response capabilities were enhanced with the completion of the Milford-Montague Toll Bridge Salt Storage Project, an undertaking that included a 500-ton salt-storage barn, added vehicle/equipment storage, and associated paving, electrical and lighting work -- \$1.4 million
 - The entire jurisdiction was repaved between 2022 and 2023 under the Milford-Montague Toll Bridge & Approach Roadway Repaving Project -- \$3.6 million.
 - New tolling equipment was installed in 2017 under a system-wide Electronic Tolling Collection System Replacement Project – portion of \$17.3 million program cost.
- Projects underway in some planning capacity or proposed for future years include (with estimated program estimates):
 - Milford-Montague Toll Bridge Structural Analysis and Repairs -- \$1.6 million
 - Underwater Substructure Improvements (All Regions) -- \$25.8 million (partial)

- Milford-Montague Toll Bridge Rehabilitation (2031-32) -- \$53.3 million
- Milford-Montague Toll Bridge (Open Road) All-Electronic Tolling (dates to be determined) – estimated \$12 million program cost.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Rook, Nathan	Stroudsburg, PA	Oct. 18, 6:03 pm	Questions need
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It may only be \$.50 but rates were just raised a few years ago and now everything is automated. What’s the justification and reason for the rate hikes? I realize I’m arguing for \$.50 but hey. What’s the breakdown of revenue and what class vehicles are bringing in how much? Not thing I really need answers for but I hope the commission does its homework is all. Obviously larger corporations will be a bit more disappointed with \$45 over \$35 than me over \$1.5 up to \$2

Staff response:

- The need for the 2026 toll adjustment is multi-faceted, with inflationary pressures in the national economy being a major contributor. Three major contributing factors are:
 - Rising cost of capital project materials like concrete, steel, asphalt, and electrical components;
 - Projected 2026 shortfalls in two key financial health barometers used by bond rating agencies – Debt Service Coverage Ratio and General Reserve Fund Balance; and
 - Stagnant traffic volumes resulting from the Commission’s “mature” service region.
- Breakdowns of traffic and revenues are reported by the Commission monthly and annually.
 - Annual traffic engineering reports with revenue totals and forecasts dating back to 2006 may be found on the Commission’s website at: <https://www.drjtbc.org/documents/traffic/>.
 - Monthly Commission meeting minutes dating back to 2006 contain monthly traffic and revenue data by vehicle class, by bridge, and by type of payment (note: older minutes might lack attachments). These can be found at: <https://www.drjtbc.org/commission-meeting/#minutes>.



Lytle, Anthony	Blairstown, NJ	Oct. 19, 4:37 am	Hardship; general opposition
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When does it stop? It's gone up constantly over the last decade. I cross the Portland almost daily for work. That's money out of my salary. To the state and commission it may not seem like much, but it adds up. Stop raising the rates. Thank you.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Urizar, Danny	Hamilton, NJ	Oct. 19, 9:28	General opposition
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The implementation of the cost increase in 2024 was sufficient enough (extremely high even}, which was 200% of the original previous price. Now an even further increase of 133% is unnecessary.

Staff response:

- This commenter cites percentages, but does not state their relevance to a vehicle or collection method.
- For the record, the 50-cent Class 1 passenger vehicle (two axles and less than eight-feet high) E-ZPass toll rate change amounts to a 33 percent increase – to a \$2 rate from the current \$1.50

rate. The corresponding TOLL BY PLATE rate for a Class 1 passenger vehicle would increase by \$2 – from the current \$3 rate to a new \$5 rate. That’s a 66-percent increase.

- The per-axle E-ZPass toll rate for Class 2 vehicles and larger would rise by \$2 – from the current \$4.50 per-axle toll to a new \$6.50 per-axle toll; that’s a 44 percent increase.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Robinholt, Jodi	Dingmans, PA	Oct. 19, 11:18 am	General opposition; hardship
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I do not support raising bridge tolls in PA. Please do not raise tolls, the World is expensive enough already. The Milford Bridge is required to get to my house! The Dingman's bridge has been under construction. The town of Milford has an overpass out causing massive traffic all day, everyday. Thank you

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Dingmans Choice and Delaware Bridge Company, which still accepts cash, charges a \$2 toll to cross its bridge in either direction. The DRJTBC’s proposed \$2 E-Pass Class 1 passenger vehicle toll on the Milford-Montague Toll Bridge would be applied solely in the Pennsylvania-bound direction.
- The proposed Class 1 passenger vehicle \$5 TOLL BY PLATE rate (\$2 increase) is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers. That rate currently is \$3.



Rozzi, Gavin	Roebing, NJ	Oct. 19, 11:31 am	General opposition; hardship
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My name is Gavin Rozzi, and I live in Roebling, New Jersey. I strongly oppose the proposed 2026 toll increases.

Commuters and families in our region are already stretched thin by rising costs. Increasing passenger car tolls by one-third and nearly doubling TOLL BY PLATE rates is excessive and unfair. These hikes will hurt working residents, discourage cross-river travel, and drive up the price of goods as trucking costs get passed down to consumers.

Instead of imposing steep toll increases, the Commission should prioritize cost savings and more efficient operations. These proposals place too heavy a burden on the public and should be rejected.

Staff response:

- The proposed Class 1 passenger vehicle \$5 TOLL BY PLATE rate (\$2 increase) is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers. That rate currently is \$3.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Mandelko, Emily	Langhorne, PA	Oct. 19, 12:17 pm	General opposition
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I understand you guys built a new bridge for Scudder falls but at this point the toll has doubled in price for EZ pass users since I’ve been using the bridge. For what you profit

in a year of tolls for the bridge, it shouldn't need to have this much of an increase or honestly an increase at all. It's just greed at this point.

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Commission is a non-profit bi-state government agency.



Byrne, Donald	Westfall, PA	Oct. 19, 12:46 pm	Hardship
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This is the wrong time to raise tolls when the majority of toll payers are blue collar workers just trying to survive their commute while the cost of living higher then ever. Do not do this to working class residents.

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission's sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Masone, Andrew	Northampton, PA	Oct. 19, 2:41 pm	Toll elimination myth; gas tax myth; toll takers removed
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The bridge was built and the cost to recoup the investment was figured into the original tolls. No manpower is required to collect the tolls, so why the need for an increase? In general, I think it is ridiculous to be paying tolls when our gas is taxed to cover the costs of road maintenance.

Staff response:

- The commenter does not identify what bridge he is referring to, but his listed place of residency suggests it is the Easton-Phillipsburg (Route 22) Toll Bridge, which opened in January 1938 as the Bushkill Street Bridge.
- The statement that the bridge’s original toll schedule was constructed to recoup construction costs is accurate, however those original rates did not account for subsequent operations and improvements over the next 87 years. The list of changes at this bridge is long. Notable projects include the construction of a “super highway” approach through Easton in the 1950s and a new toll plaza, highway approach, ramps, and administration building in the early 1960s. Original tolls did not account for these projects. A more recent undertaking was the Easton-Phillipsburg Toll Bridge Rehabilitation Project completed in 2015 at a cost of nearly \$30 million.
- Like any other tolling agency in the United States, it’s extremely unlikely that the Commission will ever be free of indebtedness. The Commission must periodically issue bonds to finance construction and improvements for its bridges, roadways, and related facilities. Additionally, toll revenues are used to cover the expenses of operating, maintaining, and repairing the Commission’s transportation and operations infrastructure. The Commission continues to issue new bonds when warranted for new projects and improvements.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. It is a 24/7 operation and is not limited to two bridges between Easton and Phillipsburg.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.
- With respect to fuel taxes, the Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal

funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Graham, Devon	Warren, NJ	Oct. 19, 5:47 pm	Toll takers removed
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I feel an increase in toll with a decrease in employees now that they are all toll by plate seems to be in effect seems like there should not need to be a raise. If there were still people being paid to sit and take money that would be a different story. For those that commute from Nj to Pa for work 5 days a week that starts to add up

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Fugger, Dawn-Anne	Matamoras, PA	Oct. 20, 7:30 am	General opposition; hardship
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I understand a small toll increase but doubling it hard for those who travel to NJ.

Staff response:

- It is unclear which toll rate this commenter is referencing. The 50-cent Class 1 passenger vehicle (two axles and less than eight-feet high) E-ZPass toll rate change amounts to a 33 percent increase – to a \$2 rate from the current \$1.50 rate. The corresponding TOLL BY PLATE rate for a Class 1 passenger vehicle would increase by \$2 – from the current \$3 rate to a new \$5 rate. That’s a 66-percent increase.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



DeGeorge, Tasha	Montague, NJ	Oct. 20, 7:40 am	General opposition; E-ZPass customer service issues
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This is ridiculous!! We don't even have toll takers anymore and when I have an ezpass problem it's over an HOUR ON HOLD and NO HELP! Hire some people!!! Stop GOUGING us on the tolls and provide zero service!!! So frustrating when it's in my town and I have no choice.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The reference to phone frustrations with E-ZPass appears to be related to the New Jersey E-ZPass Customer Service Center, which is operated by Conduent Inc. The Delaware River Joint Toll Bridge Commission does not control staffing and service at this operation. The Commission and the New Jersey Turnpike Authority, which is the lead agency for the customer service center contract, are aware of the motorist issues with this service and are in the process of contracting a new service provider.
- The Commission has an in-house E-ZPass Department that might be able to help with various billing and account-management issues. The phone number – toll-free – for this service can be found atop the Commission’s website -- “Customer Service – 1.800.363.0049.” The service is

available during weekday business hours – 8:30 a.m. to 4 p.m. A recorded line is available for overnight hours and weekends. An E-ZPass query form also is available on the Commission website at: <https://www.dritbc.org/e-zpass-query-form>. The Commission also has E-ZPass walk-in centers that can assist with some issues. These are located at the administration buildings serving the Commission’s three interstate highway bridges: the Delaware Water Gap (I-80) Toll Bridge, the I-78 Toll Bridge (Welcome Center), and the Scudder Falls (I-295) Toll Bridge. They are open 8:30 a.m. to 4 p.m. weekdays, except holidays.



Furka, Joseph	High Bridge, NJ	Oct. 20, 12:59 pm	General opposition; cut costs first
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It's excessive to raise tolls on Class 1 vehicles 33% via EZPass and 66% for toll by plate. Do not do so. The default position of government agencies or quasi-government agencies is to pass increased costs immediately onto tax-payers or users rather than aggressively managing those costs much more aggressively. I urge you to take more seriously your duty to manage costs. Go back to the cost pressures used to justify the toll increases and work to reduce those.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Commission’s workforce once had more than 400 full-time positions. It has since been reduced to 370 positions.
- The proposed Class 1 passenger vehicle \$5 TOLL BY PLATE rate (\$2 increase) is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers. That rate currently is \$3.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is

in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Garey, Jennifer	Yardley, PA	Oct. 20, 4:02 pm	Commuter discount
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Please stop raising the tolls on the Scudder Falls Bridge—or bring back the commuter rate. The last increase, combined with the removal of the commuter discount, was a huge financial hit for regular users. When this construction project was first proposed, we were told that a commuter rate would be available, but it was never mentioned that it would only exist for a few years. Please honor that original commitment and reinstate the commuter rate!

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to incentivize cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service.
- The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Mahony, Jennifer	Yardley, PA	Oct. 20, 4:22 pm	General opposition
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Just a few years ago the shudder falls bridge wasnt even a toll and now its raise after raise after raise. Its unacceptable, especially considering the amount of money NJ and PA bring in from toll roads to begin with. Cut manager bloat if money needs to be saved.

Staff response:

- The former aging, functionally obsolete, accident-and-congestion-prone Scudder Falls (I-95) Bridge – which was constructed between 1957 and 1959 -- wasn't tolled because it was constructed using 50 percent U.S. Highway funds and 25 percent tax subsidies from New Jersey and Pennsylvania. Initially, that bridge's operation and maintenance were paid for through annual tax subsidies provided by the two states. The two states conveyed their joint ownership of the bridge to the Commission on July 1, 1987. At that point, the toll payers at the seven Commission toll bridges in existence at that time shouldered the maintenance, operation, and repair costs of the bridge.
- That free ride ended upon the removal of that safety-compromised bridge and the construction of the new dual-structure bridge between 2017 and 2021. With the initiation of tolls on the first completed span in July 2019, Scudder Falls motorists began shouldering a share of the substantial costs for constructing the new bridge as well as helping fund the future operating, maintenance, repair, and capital improvement costs of the Commission's entire bridge system, including the Scudder Falls Replacement Bridge.
- The entire I-295 corridor at Scudder Falls was thoroughly transformed through that bridge construction project. Besides a new bridge with greatly enhanced traffic-volume capacity, there is a safer system of expanded approaches, adjoining access ramps, storm-drainage improvement, and other upgrades. The motorists who benefit from this improved facility now shoulder a share of the costs.
- The State of New Jersey does not derive any income from its various toll roads and related toll authorities. Like the Commission, the revenues collected by those various toll entities go to those respective toll agencies. Pennsylvania has one toll road – the Pennsylvania Turnpike. Under Act 44 of 2009, a share of Pennsylvania Turnpike toll revenues are used to finance transportation projects around the state. However, none of that revenue is provided to the independent bistate Delaware River Joint Toll Bridge Commission.

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Curewitz, Melissa	Yardley, PA	Oct. 20, 4:24 pm	Questions need; toll takers removed
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As a regular commuter I would like to understand the need for a toll increase as these bridges and not staffed and therefore no salaries need to be paid.

Staff response:

- The need for the 2026 toll adjustment is multi-faceted, with inflationary pressures in the national economy being a major contributor. Three major contributing factors are:
 - Rising cost of capital project materials like concrete, steel, asphalt, and electrical components;
 - Projected 2026 shortfalls in two key financial health barometers used by bond rating agencies – Debt Service Coverage Ratio and General Reserve Fund Balance; and
 - Stagnant traffic volumes resulting from the Commission’s “mature” service region.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Weinreich, Rebecca	Lower Makefield, PA	Oct. 20, 4:30 pm	Commuter discount
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Please consider those Pennsylvanians who commute daily to NJ. If you plan to raise the rates return the commuter discount.

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service.
- The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.

- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Bissol, Joseph	Upper Makefield, Pa	Oct. 20, 4:32 pm	Questions six-year-old office building; hardship;
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My first reaction is why did you spend so much on the building? I live right down the street and it looks empty most of the time. The lights are terrible and the worst part is not being able to go back and forth to the closet stores, gas stations and airport/transit without paying a toll. This affects locals the most. Instead of passing rising costs on the people how about you go over your budget and make some spending cuts. Sell the building!

Staff response:

- The commenter does not specify a building, but it would appear he referring to the Scudder Falls Administration Building because of the proximity of his residence – Upper Makefield, PA. (Note: Upper Makefield is approximately one mile north of the Commission’s office building.)
- The commenter’s assertion that the building “looks empty most of the time” reflects on the leanness of the Commission’s management and back-office operations. As a 24/7 public service agency, the Commission’s workforce now primary consists of maintenance personnel, public safety and security personnel, and bridge monitors spread across the agency’s 140-mile service region and its 18 vehicular bridge locations.
- The building serves as the Commission’s administrative nerve center. Its business hours are 8:30 a.m. to 4 p.m. weekdays – except holidays. The building is now six years old.
- The building has enabled the Commission to centralize its executive management and professional staff – positions that were previously spread among as many as three other locations. The building houses the following departments: information technology (IT), engineering, finance and accounting, payroll, purchasing, community affairs, human resources, State Police liaisons from New Jersey and Pennsylvania, E-ZPass, contract compliance, and administrative support. There also are maintenance and custodial personnel. The Commission’s top executives also work here. Monthly Commission meetings and a variety of engineering and training meetings also take place here from time to time.
- The building is a substantial upgrade over the Commission’s former cramped, leak-prone four-story administration building in Morrisville, PA. That 70-year-old building, which was designed

during the Truman Administration, was demolished after reaching the end of its service life two years ago.

- The Commission has no intentions of selling the building, as it would be a wasteful expenditure to build new office quarters or, even worse, rent new office quarters elsewhere.
- Tolls are collected on the Scudder Falls (I-295) Toll Bridge to pay down the substantial financial costs for designing and constructing the dual-structure bridge. Pre-construction also included a nearly 10-year-long environmental documentation process. Tolls pay for the continued maintenance and operation of the bridge as well as the operating, maintenance, repair and capital improvement costs of the Commission’s entire bridge system, including the Scudder Falls (I-295) Toll Bridge. Those costs also include the operation and maintenance of the non-tolled load-restricted 120-year-old Washington Crossing Toll-Supported Bridge, which directly serves Upper Makefield Twp., where this commenter resides.



Harrington, Joy	Yardley, PA	Oct. 20, 4:41 pm	Hardship
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I already find the current toll for the Scuddersfalls Bridge to be too high and I avoid paying it by taking the extra time to drive home via a free bridge, either the Washington Crossing bridge or the Calhoun St. bridge when I can. An increase to \$2 is unacceptable. People work hard for their \$ and having to pay a \$2 toll five times a week is a very significant amount of money, \$10 a week, \$40 a month, to have to pay to just travel home from work. Basic salaries do not keep up with this kind of increase.

Staff response:

- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

Osborn, Greg	Yardley, PA	Oct. 20, 4:41 pm	Commuter discount
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Unfortunate you are proposing this. At the very least, there should be commuter rates for those that need to commute 5 days a week to and from NJ for work. Please consider.

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service.
- The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.

Smith, Ralph	Yardley, PA	Oct. 20, 4:41 pm	General opposition; hardship; commuter discount
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ENOUGH WITH THE TOLLS ALREADY! Elimination of the commuter rate/discount, new tolls, increased tolls. It s a never-ending cycle of screwing commuters. Some of us use these bridges daily (or even multiple times per day) and the increase will be disproportionately absorbed by local residents and workers. We didn’t ask for a new

Scudders Fall bridge, especially one with new tolls yet that’s precisely what we received. We are here to tell you in no uncertain terms - STOP SCREWING US!!!

Staff response:

- The former aging, functionally obsolete, accident-and-congestion-prone Scudder Falls (I-95) Bridge had reached the end of its effective service life and needed to be replaced.
- The commenter apparently did not want tolls to be charged on the new dual-structure Scudder Falls (I-295) Toll Bridge and its related corridor improvements. However, he does not identify any feasible alternatives to pay for the new bridge and its many related service-area improvements.
- The Commission decision to pursue tolling for a new Scudder Falls (I-295) Toll Bridge was made in December 2009. Comments on tolling the bridge were collected as part of the project’s Environmental Assessment Addendum in late 2010. The tolling decision was affirmed by the Federal Highway Administration on three separate occasions including a legal opinion received in 2011, the issuance of a Finding of No Significant Impact in 2012, and a subsequent tolling agreement status communication, also in 2012.
- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Moore, Robin	Yardley, PA	Oct. 20, 4:42 pm	General opposition
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No More!!!! Just because there is a toll there is no reason for it to go up. It's ridiculous how much it is to cross a river that was free for years.

Staff response:

- While the former aging, functionally obsolete, accident-and-congestion-prone Scudder Falls (I-95) Bridge was not tolled during its 58-years of operation, the safer, larger, and structurally sounder dual-structure Scudder Falls (I-295) Toll Bridge has been tolled since the completion of its first parallel span.
- The Commission announced its decision to pursue tolling for a new Scudder Falls (I-295) Toll Bridge in December 2009. Comments on tolling the bridge were collected as part of the project’s Environmental Assessment Addendum in late 2010. The tolling decision was affirmed by the Federal Highway Administration on three separate occasions including a legal opinion received in 2011, the issuance of a Finding of No Significant Impact in 2012, and a subsequent tolling agreement status communication, also in 2012.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.



Wayne, Richard	Yardley, PA	Oct. 20, 4:48 pm	Commuter discount
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We who live and work on the state border are unfairly taxed. Either reinstate the commuter discount or scrap the increase for cars. I live in Bucks County PA and work in Miercer County NJ. I

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.

- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Sheahan, Rosie	Yardley, PA	Oct. 20, 4:52 pm	General opposition; hardship
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Tolls are a serious drain. Between having to send my child to a specialty school in NJ for his learning disability, to driving the turnpike to help care for my elderly father in Plymouth Meeting, I am forced to spend over \$200 a month on tolls. I hate when people say I don't have to take the toll roads/bridges. To avoid them requires so much more of my already precious time.

Staff response:

- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.



Raykova, Elena	Lower Makefield, PA	Oct. 20, 5:27 pm	General opposition
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The price is already too high!

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission's sole revenue source. The Commission is

in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Pisani, Matt	Phillipsburg, NJ	Oct. 20, 5:33 pm	Hardship
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Please do not raise the toll. As someone who lives close to the bridge, myself and/or family cross the bridge at least once a day. Living so close to PA, to dine, shop, golf, etc. - a lot of it is in PA. When E-Z Pass pulls from my account it's \$85 a pop. With the price of everything going up, I beg you NOT to raise the price of the toll - at least not for E-Z Pass customers.

Staff response:

- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.



Ahuja, Atul	Lower Makefield, PA	Oct. 20, 5:55 pm	Questions need; general opposition
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It's atrocious how toll rates are increasing so soon and so much, is there a calculation on how you arrived at this decision of rate increase?

Staff response:

- There is no one-size-fits-all calculation. Many of the proposed toll adjustments are the result of a litany of factors, not the least of which is free-market conditions. But, in certain cases, other forces

are involved, like the proposed Class 1 passenger vehicle (two axles and less than eight feet high) \$5 rate for TOLL BY PLATE customers. This proposed amount is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers – looking up a vehicle’s registered owner, preparing a toll bill, mailing it, and then handling payments. The current \$3 Class 1 TOLL BY PLATE rate for non-E-ZPass-equipped customers no longer covers the actual costs of processing such a transaction.

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The toll adjustments, if approved, would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.



Foley, Ryan	Lower Makefield, PA	Oct. 20, 7:41 pm	Taxation myth; hardship
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Don't agree with raising the toll for bridge . We already pay a significant amount for taxes - it is becoming increasingly expensive to navigate area with it becoming a significant burden to local families. If looking for additional revenue tax the large corporations who are using the bridge for supply chain /shipping.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission is guided by state and federal laws and is not empowered to tax corporations.
- The proposed toll adjustments are spread across private and commercial customers. Confining increases to solely one sector of toll payers would potentially run afoul of the federal requirement that tolls “shall be just and reasonable.”
- For the record, the 50-cent Class 1 passenger vehicle (two axles and less than eight-feet high) E-ZPass toll rate change amounts to a 33 percent increase – to a \$2 rate from the current \$1.50 rate.
- For comparisons sake, the per-axle E-ZPass toll rate for Class 2 vehicles and larger would rise by \$2 – from the current \$4.50 per-axle toll to a new \$6.50 per-axle toll; that’s a 44 percent increase. The lion’s share of these vehicles is owned and operated by commercial entities.



Foley, Melissa	Lower Makefield, PA	Oct. 20, 7:45 pm	Hardship
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I oppose the increase in bridge tolls for 2026. This is an added financial burden to local residents who use the bridge daily to get to and from work.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

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Hahn, Michael	Lower Makefield, PA	Oct. 20, 8:19 pm	Hardship
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As a recent college graduate who has to commute into New Jersey everyday, this would be devastating. It would nearly double my commute costs for the year as I am in the office 5 days a week. Please, please, please reconsider and keep the toll at its current rate.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

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Lantz, Jamie	Morrisville, PA	Oct. 20, 8:46 pm	General opposition; hardship; only increase tractor/trailer rates
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Hello, The suggested increase in toll along the Delaware river bridges is outrageous. The route 1 bridge was just raised last year. The bridge no longer takes cash. Many in our community lost their jobs. Now you want to make it unaffordable for commuters to travel to their places of employment. When will this end?! Every year you want more money from our community. Please do not allow this outrageous increase to take place for local traffic. If you want to raise prices do so on tractor trailers that are ruining our roads. Not our local community. Thank you.

Staff response:

- The commenter’s identified place of residence is Morrisville, PA. Morrisville is one of only two municipalities in the Commission’s service jurisdiction that is served by two non-tolled bridges. The other such community is Trenton, N.J. immediately across the river.

- The proposed toll adjustment extends to all classes of vehicles.
- The notion of assigning exorbitant tolls to a particular vehicle type as a punitive measure would run afoul of the federal requirement that tolls “shall be just and reasonable.” Moreover, any tolls based on injudicious, arbitrary, or capricious opinions would not be defensible in a court of law.
- Please be advised that the proposed increase for Class 1 passenger vehicles (50 cents – from \$1.50 to \$2) represents a 33 percent increase. Meanwhile, the per-axle E-ZPass toll for Class 2 vehicles and above (consisting largely of trucks) is rising 44 percent – (\$2 from \$4.50 per axle to \$6.50 an axle).
- For comparison’s sake, a typical tractor trailer has 18 wheels on five rolling axles. Under the current toll structure, a 5-axle tractor trailer pays \$22.50 E-ZPass and \$25 TOLL BY PLATE. Under the proposed toll adjustment, those rates would increase to \$32.50 and \$40, respectively.



Nolan, Matthew	Northampton, PA	Oct. 20, 9:05 pm	Commuter discount
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The price hike on the bridge isn’t fair to the many commuters who use it 5 days a week . Doing away with the commuter discount as well was also a big negative . If raising prices you need to bring back a commuter discount . Thanks

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Smirk, Rebecca	Lower Makefield, PA	Oct. 20, 9:38 pm	Hardship
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I commute to Iselin, NJ at least three days per week. I use the Scudders Fall bridge because the Calhoun St bridge makes my commute take 30 min longer. Increasing the rate means I have to choose between less time with my family and having enough money to do fun things with my family.

Staff response:

- With the initiation of a professionally administered, system-wide capital improvement program in 2001, the Commission has worked to reduce congestion, pollution, accidents, and travel delays at its toll bridges. This has included the introduction of electronic toll collections and various site-specific improvements. Open road tolling gantries were installed to move traffic more efficiently at the I-78 and Delaware Water Gap (I-80) toll bridges. The Trenton-Morrisville (Route 1) Toll Bridge was widened and a new toll plaza with dedicated E-ZPass lanes was installed. The aging congestion-and-accident-prone Scudder Falls (I-95) Toll Bridge was removed and replaced with a new dual-structure bridge with higher capacity and a wide range of related traffic-corridor improvements. These and other upgrades have improved the customer experience at the Commission’s toll bridges, including reduced travel times cited in this commenter’s submission. All of these improvements were achieved as a result of tolls the Commission charges at its eight toll bridges, including Scudder Falls.



Siffel, Elizabeth	Falls Twp, PA	Oct. 20, 9:55 pm	Hardship; commuter discount
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The proposed rate increase puts a strain on those of us who commute to New Jersey for work. With increasing costs accross the board and stagnant wages, it is harder and harder to make ends meet. Please bring back the commuter discount and consider not increasing the toll or at least only increase it to \$1.75.

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much

longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.

- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Willard, David	Lower Makefield, PA	Oct. 21, 12:14 am	Hardship; general opposition; cut costs
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Prices are out of control. You just keep asking for price increases that regular users of the bridge can’t afford. Where is the cost control? Tired of the toll commission issuing increases every time they are requested. Why not push back and demand they improve management and cost controls. Maybe even freeze executive compensation.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Commission’s workforce once had more than 400 full-time positions. It has since been reduced to 370 positions.
- The need for the 2026 toll adjustment is multi-faceted, with inflationary pressures in the national and world economies being major contributors. Three major factors are:
 - Rising cost of capital project materials like concrete, steel, asphalt, and electrical components;
 - Projected 2026 shortfalls in two key financial health barometers used by bond rating agencies – Debt Service Coverage Ratio and General Reserve Fund Balance; and
 - Stagnant traffic volumes resulting from the Commission’s “mature” service region.



Mishra, Vikram	Lower Makefield, PA	Oct. 21, 7:24 am	Commuter discount
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The proposed toll rate is going to hurt regular commuters- the earlier commuter toll rate should be reinstated

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Mackuse, Jennifer	Yardley, PA	Oct. 21, 8:05 am	Hardship; general opposition
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If these rolls go up with no regard to commuters I will be avoiding this bridge completely and adding time to my commute and only use the free bridges. This is insane and has no thought to the daily commuters whatsoever.

Staff response:

- Based on this commenter’s place of residence, she likely is referring to the Scudder Falls (I-295) Toll Bridge.

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Root, Christopher	Middletown Twp, PA	Oct. 21, 11:13 am	General opposition
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Keep the 2 axle vehicles at the current rate. Otherwise, it is just an added commuter tax burden.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Rizzo, Kristine	Churchville, PA	Oct. 21, 12:45 pm	Hardship; general opposition
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You dont think you charge enough already? People are out here struggling to pay their bills and afford to eat. It shouldnt cost anyone more money than it already is to drive. Absolutely ridiculous. Just keep raping everyone.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the

Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Lebo, Chelsea	Bucks, PA	Oct. 21, 6:34 pm	Commuter discount
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I don't agree with increasing tolls. If you really have to there should be a commuter toll brought back that's cheaper

Staff response:

- The Commission's former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission's E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission's toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission rewards E-ZPass customers by charging lower rates for E-ZPass transactions and higher rates for non-E-ZPass transactions. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle.



Newberry, Stephen	Sandyston, NJ	Oct. 21, 6:38 pm	Hardship
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Hello, please do not raise the toll rates on the Milford-Montague bridge. It is used by locals to travel to the nearby sites in Milford and Matamoros very frequently and increasing the toll will increase the burden on residents. Thank you.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Long, Michele	Doylestown PA	Oct. 21, 7:47 pm	Tax myth; general opposition
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Raising the toll rates makes it more costly for residents who reside on one side of the bridge and work on the other. We already pay taxes in both states and you are driving costs up! If we pursued remote work on our respective sides you would feel the pinch. Don’t squeeze us! Keep the tolls as they are!

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.



Balut, Allie	Greenwhich Twp, NJ	Oct. 21, 7:49 pm	Hardship
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I live in NJ and work in PA i have to cross the route 22 bridge 5 days a week, the free bridge takes too long to travel, I simply can not afford the time or the increase in tolls.

The increase in cost of living and now tolls to travel to work daily while hardly making enough pay to even cover the increase this will cost me in tolls, I simply will not be able to afford to travel for work.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Rattino, Donald	Montague, NJ	Oct. 22, 1:53 pm	General opposition; toll takers removed; questions “billing classes”
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Leave the tolls where they are or lower them. You already got rid of the human collectors, and making money 24/7 with automatic systems. Plus the extortionate and monopolistic practice of separating the billing classes, raising the tolls is not a good look. How much shared interest is there between EZ pass and the state legislature for these tolls and billing and budgets? None of that is looking good, from a simpletons standpoint. Thanks for your time.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Commission moved to system-wide two-tier toll pricing in 2021, under which non-E-ZPass-equipped customers pay higher rates than E-ZPass-equipped motorists. This type of pricing is the prevailing trend among toll agencies nationally because it helps cover the increased processing
- E-ZPass is neither a profit-making company nor a legislative contrivance. It’s a trade-marked electronic toll collection system operated in 20 Northeast, Southern, and Midwest states by over 40 participating toll and transportation agencies. More than 59 million E-ZPass devices are in

circulation and the number grows each year. Billions of toll transactions are processed through the system annually.

- Legislatures have nothing to do with the E-ZPass system. Tolls collected through E-ZPass go to a respective agency where a toll charge occurred.



Weingartner, Tim	Milford, PA	Oct. 22, 2:44 pm	General opposition
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This is getting out of hand. We can't afford this shit. Stop already

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.



Kelchner, Alex	Saylorsburg, PA	Oct. 22, 5:58 pm	Hardship; toll elimination myth; fuel tax myth; auto registration fees myth
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I am writing to express my opposition to the proposed 2026 toll increase for passenger vehicles. As a regular commuter, this increase would place an unnecessary financial burden on residents who rely on these crossings for work and daily travel. Over the course of a year, the increased expense is over \$100 for regular cars. Many people already struggle to put food on the table, and take care of their families. Funding should come from elsewhere.

The Delaware River bridges were originally funded through tolls meant to be temporary, and many drivers already contribute significantly through fuel taxes and vehicle fees. The proposed jump from \$1.50 to \$2.00 for E-ZPass (and even more for Toll-By-Plate) feels excessive, especially during a time of rising living costs.

I urge the Commission to reconsider these increases or explore alternative funding strategies that don't further impact everyday drivers. Improving efficiency in repairs or labor costs could be an option. If this toll is finalized I will boycott the bridge and only drive the free bridges.

Thank you for considering my comments.

Staff response:

- The statement that “Delaware River bridges were originally funded through tolls meant to be temporary” is a myth. The state/federal Compact guiding the Commission’s creation in 1934 is void of any provisions that would have require the Commission to eliminate tolls on bridges it constructed once that project’s respective revenue bonds were paid.
- The Commission’s federal Compact as revised April 1, 1987 states: “At any time the Commission shall be free of all outstanding indebtedness, the State of New Jersey and the Commonwealth of Pennsylvania may, by the enactment of substantially similar acts, require the elimination of all tolls, rates, rents, and other charges on all bridges with the Commission’s jurisdiction and control and, thereafter, all costs and charges in connection with the construction, management, operation, maintenance and betterment of bridges within the jurisdiction and control of the Commission shall be the financial responsibility of the states as provided by law.” For this provision to take effect, three actions would be needed: 1. The Commission would need to be free of all indebtedness. 2. Then the states of Pennsylvania and New Jersey would need to enact companion measures requiring elimination of Commission tolls. 3. The two states would then need to assume the financial responsibility of operating the Commission’s system of bridges and operations.
- Like any other tolling agency in the United States, it’s extremely unlikely that the Commission will ever be free of indebtedness. The Commission must periodically issue bonds to finance construction and improvements for its bridges, roadways, and related facilities. Additionally, toll revenues are used to cover the expenses of operating, maintaining, and repairing the Commission’s transportation and operations infrastructure. The Commission continues to issue new bonds when warranted for new projects and improvements.
- The notions that drivers contribute to Commission operations and expenses “through fuel taxes and vehicle fees” is equally an unfounded myth. The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes nor does it receive any for fuel taxes, nor does it receive any financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania. The same is the case with motor vehicle fees.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. It is a 24/7 operation and is not limited to two bridges between Easton and Phillipsburg.

- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.



Walker, Lori	Bethlehem, PA	Oct. 22, 9:20 pm	Questions need; toll takers removed
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As someone who drives this road every day- I have seen the price continue to climb. From 40 cents to now \$2.00?!? I don’t understand the need for such a high increase when there are no longer toll collectors. Get rid of workers but raise price by such a large margin. Its not necessary. I could see a 10 cents increase- I don’t understand the need for 50 cents.

Staff response:

- Inflationary factors have increased costs for nearly all goods and services over the past two decades.
- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.drjtbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.

- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.
- In addition to its 8 toll bridges, the Commission is obligated to operate, maintain, and safeguard 12 non-revenue-generating, low-capacity “free” bridges. These 12 toll-supported bridges are funded solely by a share of revenue collected at the 8 toll bridges. This framework is statutorily required by NJ and PA and by Congress under the Compact Clause of the U.S. Constitution.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Gallagher, Jim	Yardley, PA	Oct. 22, 10:04 pm	Point-by-point critique of Commission’s toll-adjustment pretext/rationale
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Commissioners,

As I'm sure is the case with most of my fellow commenters, I write as a daily commuter who relies on DRJTBC assets to reach work and return home. I recognize that the Commission has essentially unreviewable statutory authority to adjust tolls, and I am cognizant that the Commission receives no direct operating subsidy from either PA, NJ or the federal government. It is precisely because the Commission holds such unilateral power, though, that motorists deserve a clear, accurate, and transparent justification for any toll increase. In that spirit, I wanted to address a few points the Commission has advanced in support of the proposed increase.

1. Financial “Resilience Policy”

In his video presentation, Executive Director Resta cited the Commission’s self-imposed financial resilience policy, particularly a debt service coverage ratio of 2.0 and

a general reserve balance of \$80 million or 15% of indebtedness. He noted that these thresholds are projected to fall below policy levels in 2026. Yet the presentation provided no supporting figures, no underlying revenue assumptions, and no disclosure of how far below the thresholds the Commission expects to fall. Because these targets are a matter of Commission policy, not statutory mandate, it is essential for the public to understand why those specific numbers are appropriate and what, if any, alternatives were considered before defaulting to higher tolls.

2. Cost Assumptions

The presentation asserted that capital costs have risen by “approximately 35%” over the past five years and that commodities like steel, concrete, and asphalt continue to rise. However, no data sources, year-over-year breakdowns, or independent analyses were shared. Without transparent cost data, commuters cannot evaluate whether these increases are overstated or whether recent market corrections have been factored in. One can assume that a good portion of the escalation is weighted towards the peak of the pandemic- indeed, one need only look at year-over-year CPI in the early 2020's to get a flavor of the severity of the inflationary environment at that time. Is the assumption that the increase in price of these commodities will continue unabated indefinitely a reasonable one?

3. Capital Program Scope

The Commission’s responsibility for 12 non-toll “toll-supported” bridges was emphasized as a unique financial burden. This raises a fundamental fairness question: are toll revenues from daily commuters at the eight toll bridges being stretched too broadly to cover lower-volume facilities that directly compete with tolled spans? A detailed capital improvement schedule with costs and priorities would help demonstrate whether toll revenues are being allocated equitably.

4. Financial Metrics vs. Public Burden

While protecting bond ratings and maintaining reserve levels are important to investors, commuters are not bondholders. The justification presented seemed stilted toward satisfying institutional investors, with little discussion of mitigating impacts on the commuting public. Before raising tolls, the Commission should explain why maintaining its self-set financial targets outweighs the cumulative burden on daily users, and whether options such as expanded commuter discounts were considered.

5. Transparency and Accountability

Ultimately, the presentation underscored the need for greater transparency. Assertions about financial triggers, cost inflation, and revenue shortfalls were made without reference to accompanying data, or the data was provided without full context. A toll adjustment of this magnitude should rest on more than broad generalizations. I urge the Commission to release underlying financial projections, cost assumptions, and capital priorities so that the public's comments can be informed and meaningful.

Thank you for the opportunity to submit these comments. I urge the Commission to reconsider the scope and timing of the proposed increase, or at a minimum to provide fuller disclosure so that commuters may satisfy themselves that this increase is necessary and proportionate.

I am appreciative of your public service, and I thank you for your attention to this matter.

Respectfully,

**James Gallagher
Yardley, Pennsylvania**

Staff response:

- The Commission recognizes the time and effort on the part of Mr. Gallagher in providing a lucid, intelligent, and well-thought-out submission on the proposed toll adjustment.
- Responses are enumerated as follows:
 1. The Commission provides updated financial data in attachments to each monthly Commission meeting. The proposed toll adjustment was announced as part of the Commission's July 2025 meeting. The meeting minutes and financial attachments are available at: https://www.drjtbc.org/wp-content/uploads/Minutes_July_28_2025.pdf. The commenter is correct in stating that supporting figures, underlying revenue assumption, and disclosure of the anticipated shortfalls were not provided as part of the proposed toll adjustment announcement. One reason for this is these figures can and do change on a nearly daily basis. That said, here are some supporting figures from that point in time:
 - The projected year-end-Debt Service Coverage Ratio (DSCR) for this year is 2.05. Under the Financial Resilience Policy (FRP), the Commission has assured bond investors that the agency will maintain a minimum DSCR of 2.0 or greater, which helps the Commission secure lower borrowing rates/costs. The projected 2.05

level for this year is clearly borderline. Using an anticipated toll-revenue growth rate of 1.93 percent for 2026 and other anticipated date, the projected DSCR for 2026 was 1.88 – an amount clearly below the 2.0 minimum threshold. (Note: The Commission’s 2024 Traffic Engineering Report includes a projected DSCR for 2025 and that DSCR projection was 2.11. So, the updated 2.05 figure in July was a concerning development. See: https://www.drjtbc.org/wp-content/uploads/2024_Traffic_Engineering_Report_with_2025_projections.pdf)

- The projected year-end General Reserve Fund Balance – the other key metric in the FRP – was cited as \$89.2 million. While this exceeds the minimum FRP benchmark by \$19 million for 2025, projection for 2026 was forecast to be short by \$41.6 million).
 - The Financial Resilience Policy is not directly statutory, per se. However, the Commission’s Compact enacted by the states of New Jersey and Pennsylvania and the U.S. Congress has multiple provisions guiding and limiting the Commission’s powers, jurisdiction, and service mission. The Commission, for example, is not empowered to pledge the credit of either state or any county or municipality to create a debt against either state or any municipality. Likewise the Compact’s Article VI is particularly germane here: “The Commonwealth of Pennsylvania and the State of New Jersey hereby covenant and agree with each other and with the holders of any bonds or other obligations of the Commission, for which tolls, rents, rates, or other revenues have been pledged, that, so long as any of said bonds or obligations remain outstanding and unpaid (unless adequate provision is otherwise made by law for the protection of those advancing monies upon such bonds or obligations), the Commonwealth or Pennsylvania and the State of New Jersey will not diminish or impair the power of the Commission to own, operate, and control said properties and facilities, or to establish, levy and collect tolls, rents, rates, and other charges in connection with such properties and facilities.”
2. The estimated future capital-project material costs are based on experience (quantities listed in recent Commission project procurements) and open-source articles/reports up to July 2025, notably the Engineering News-Record’s (ENR) construction cost index – the authoritative resource for public agencies like the Delaware River Joint Toll Bridge Commission.
 3. All capital projects and operations (maintenance, security, etc.) are based on need; a bridge’s status as toll or non-toll is not a factor.
 - The Commission lists projects that are completed, underway (in design, under actual construction, in some form of study or consideration, or being processed for payment or review), and planned (for possible advancement in next 10 years) with their respective total program costs toward the front of its annual bridge inspections reports, which are filed on the Commission website dating back to 2006. The 2024 Bridge Inspections Report may be viewed at: https://www.drjtbc.org/wp-content/uploads/2024_Inspection_Report.pdf.
 - The Commission’s 2025 operating budget shows the projected costs of operating and maintaining each bridge. The budget document can be viewed at: <https://www.drjtbc.org/wp->

[content/uploads/2025_Operating_Budget_FINAL.pdf](#). (Note: There will be less disparity between toll and toll-supported bridges in 2025 because cash toll collectors were removed from four high-traffic-volume bridges in mid-January. Cash toll collectors previously were removed from the three low-traffic-volume bridges in June 2024.)

- The citing of the Commission’s responsibility to use a share of its toll proceeds to operate, maintain, and rehabilitate/repair its non-toll bridges is an important fact to note with respect to any toll adjustment. No other toll agency in this region is assigned such a mandate to apply a portion of its toll bridge revenue collection for the purpose of maintaining non-revenue-generating bridges – many of which date to the late 19th and early 20th centuries. This is not an arbitrary Commission action. The Supplemental Agreement that New Jersey and Pennsylvania approved between 1984 and 1985 and which the U.S. Congress added to the Compact in 1987 states: *Notwithstanding any other provision of the compact or agreement hereby supplemented, or any provision of law, state or federal, to the contrary, as soon as the existing outstanding bonded indebtedness of the Commission shall be refunded, defeased, retired or otherwise satisfied and thereafter, the Commission may fix, charge and collect tolls, rates, rents and other charges for the use of any Commission facility or property and in addition to any purpose now or heretofore or hereafter authorized for which the revenues from such tolls, rates, rents or other charges may be applied, the Commission is authorized to apply or expend any such revenue for the management, operation, maintenance, betterment, reconstruction or replacement (a) of the existing non-toll bridges, formerly toll or otherwise, over the Delaware River between the State of New Jersey and the Commonwealth of Pennsylvania heretofore acquired by the Commission pursuant to the provisions of the act of the State of New Jersey approved 16 April 1, 1912 (Chapter 297), and all supplements and amendments thereto, and the act of the Commonwealth of Pennsylvania approved May 8, 1919 (PL148) and all supplements and amendments thereto and (b) of all other bridges within the Commission's jurisdiction and control...*
4. Commuter discounts were not and will not be considered as part of the proposed toll adjustment for 2026.
- The discount was among a series of discounts the Commission provided to encourage cash-customer conversions to E-ZPass when the agency began providing E-ZPass service in late 2002. The discount continued well past the termination dates of other introductory discount measures the Commission initiated for its E-ZPass service. Moreover, similar introductory programs conducted by other toll agencies at the start of their respective E-ZPass service startups. The discount initially was 40-percent, but was pared back to 20 percent under an extended phase out period. The discount was finally terminated at the end of 2023.
 - Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts

administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms, related misrepresentations, and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.

- E-ZPass use is now encouraged through the Commission’s two-tier toll pricing structure, which began in April 2021. Two-tier pricing is now the prevailing trend among tolling agencies here in the United States and around the world. The practice assigns lower rates to vehicles equipped with a working E-ZPass transponder (i.e. toll tag) and higher rates to non-E-ZPass-equipped vehicles due to the additional cost of collecting toll fees. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle. Effectively, the Commission’s toll rates now encourage E-ZPass use. Also note that the aforementioned proposed E-ZPass rate represents a 33 percent increase while the corresponding TOLL BY PLATE increase is 66 percent.
5. The Commission is audited annually. Audits are posted annually to the Commission’s website. Audits dating back to 2002 are posted at www.dritbc.org/documents/audit. The Commission provides continuing disclosures to the Municipal Securities Rulemaking Board (MSRB) -- <https://www.msrb.org/>.



Meyer, Robyne	Phillipsburg, NJ	Oct. 23, 7:41 am	Hardship
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For people on the border between PA and New Jersey these toll hikes are burdensome. Please reconsider raising this toll so high. Most people in this area that have to travel back and forth are of the lower class financially. This is not something we can afford to happen along with everything else. \$5 to cross this bridge is highway robbery

Staff response:

- This commenter cites the proposed \$5 TOLL BY PLATE rate for Class 1 passenger vehicles (two axles and less than eight feet high).
- This proposed amount is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers – looking up a vehicle’s registered owner, preparing a toll bill, mailing it, and then handling payments. That current \$3 no longer covers the actual costs of processing such a transaction.

- If this individual is a TOLL BY PLATE customer, the Commission urges that she obtain E-ZPass. The corresponding proposed Class 1 passenger vehicle toll for an E-ZPass equipped vehicle is \$2 – 60 percent less than the proposed TOLL BY PLATE rate.
- An individual can obtain an E-ZPass account through the Commission’s E-ZPass service provider – the regional New Jersey E-ZPass Customer Service Provider – at: <https://www.ezpassnj.com/en/signup/signup.shtml>.
- If the commenter needs assistance, she can call the Customer Service phone number posted on the Commission website toll-free: 1-800-363-0049, or visit the walk-in E-ZPass office at Welcome Center off I-78 westbound roughly 1.5 miles west of the I-78 Toll Bridge.



Treloar, Hunter	Portland, PA	Oct. 23, 7:45 am	General opposition; hardship, especially during PA Route 611 closure near Portland, PA. 12/6/2022 to 11/4/2024; toll takers removed
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the repeated raise of the toll is beyond insane. i’ve never met anyone who thought that the toll was too cheap and it should be more expensive. 611 in the water gap closing routed millions of dollars of tolls through as opposed to people using the scenic toll free road in pa. as someone who lives in portland i was taking on approximately \$50 a month in tolls to continue driving where i needed to get to. if the DRJTBC couldnt make enough money to sustain itself after that much traffic then it should be disbanded or taken under new management. \$5 a toll what is this the damn lincoln tunnel? the organization needs to prioritize people that live in the vicinity otherwise people will just drive around the bridge out of spite, i know i already do. i’d rather go through the one way light in the water gap and wait 10 minutes to go through then continue to pay into the DRJTBC that only serves itself. as far as im aware they’re not using the funds to better the community around itself despite the large influx of traffic in the past few years. this is pure greed, you no longer employ booth workers, you cut back on care for road conditions, cut cut cut and then just raise the toll again? i hope this complaint box gets overloaded and the point gets made

Note: Mr. Treloar submitted this same comment three times.

Staff response:

- The referenced section of PA Route 611 is outside the Delaware River Joint Toll Bridge Commission’s jurisdiction to address and did not constitute an emergency by the Commonwealth of Pennsylvania or the United States.
- The Commission did not make a windfall off the stated road closure, which was not caused by the Commission or its personnel.
- The Commission’s Trust Indenture is clear on the agency’s obligation to collect tolls at its eight toll bridges. The indenture requires tolls to be uniform in application to all traffic “regardless of the status or character of any Person participating in the traffic.”
- This commenter cites the proposed \$5 TOLL BY PLATE rate for Class 1 passenger vehicles (two axles and less than eight feet high). This proposed amount is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers – looking up a vehicle’s registered owner, preparing a toll bill, mailing it, and then handling payments. The current \$3 rate no longer covers the actual costs of processing such a transaction.
- The Commission is a non-profit bi-state government transportation agency. It is not a profit-making entity.
- The Commission operates pursuant to agreements enacted by its two jurisdictional states (New Jersey and Pennsylvania) in December 1934 and to supplemental agreements completed in 1947, 1951, and 1985. These agreements form the basis of the agency’s federal Compact, first authorized by the United States Congress in 1935 (“Compact”) and revised by Congress in 1947, 1952, and 1987.
- These laws regulate the Commission’s jurisdiction, operations, and powers. The Commission is charged with providing safe and efficient river crossings and facilitating the movement of commerce between the two states. As a bistate transportation agency, the Commission’s powers do not extend to providing “funds to better the community.”
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Commission has not cut back on needed maintenance, repair, and improvement responsibilities.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. It is a 24/7 operation and is not limited to two bridges at Portland, PA. and Columbia, N.J. The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.

Treloar, Hunter (#2)	Portland, PA	Oct. 23, 8:11 am	General opposition; vehicle purchases; municipal aid
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i just listened to 1 minute of this “explanation video” on why you need to charge more money and it’s exactly as dumb as i imagined. try and confuse everyone using financial big wig talk. i’ve personally done work as a contractor in DRJTBC buildings and i’ve lived in portland for almost 15 years. your organization seems to have bought a lot of brand new vehicles for roads work and competed the same level or work as before. the bullet points you won’t include in your powerpoint are what kind of bonus you give yourself everytime you raise tolls. your business was given a blessing when 611 through the water gap closed and routed god knows how many cars trucks and subsequently millions of dollars through the toll. then you raised the toll because the increased volume wasn’t enough money, then they reopened the road now you want more money again. if this organization cannot sustain itself by offering \$1 tolls for regular cars and \$20 tolls for semi trucks then it is not being operated efficiently and money is being mismanaged. continued toll raise will only rob the people who live here and only serve to pay yourself a bigger salary. maybe if this organization supported local events or put on fundraisers people wouldn’t be so angry as to contribute to tolls. instead the town of portland is dying around you and you’re charging more money every year. it’s disgusting. why don’t you support the town and people around you? eventually no one will be able to live here and the toll will be obsolete.

Mr. Treloar submitted this same comment four times.

Staff response:

- The Commission purchases new vehicles when needed. Like everything else at the Commission, vehicle purchases are paid for with a share of toll revenues.
- The Commission does not provide employee bonuses. In recent years, salary increases have been on a graduated scale, with the largest percentages assigned to non-management employees.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the

Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.

- State and federal laws regulating the Commission’s jurisdiction, operations, and power do not extend to providing arbitrary ill-defined “support” to Portland.



Treloar, Hunter (#3)	Portland, PA	Oct. 23, 8:25 am	Seeks accounting statements
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i demand that you provide P&L statements from the last 5 years to show exactly how hard inflation is hitting a business that doesn’t do anything at all. DRJTBC HAS BEEN ESTABLISHED FOR 90 YEARS, YOU SHOULD ALREADY HAVE FINANCIAL STABILITY, IF YOU HAVENT MADE ENOUGH MONEY TO REMAIN OPEN IN THE LAST 90 YEARS THEN THIS BUSINESS IS BEING OPERATED POORLY. DONT BLAME INFLATION, YOUVE BEEN IN BUSINESS SINCE THE GREAT DEPRESSION

Mr. Treloar submitted this same comment five times.

Staff response:

- As previously stated, the Commission is not a profit-making company. It is a non-profit bi-state government transportation agency with a defined jurisdiction and limited powers. As such, P&L statements (i.e. profit and loss statements) are not applicable.
- The Commission is audited annually. Audits are posted annually to the Commission’s website. Audits dating back to 2002 are posted at www.drjtbc.org/documents/audit.
- The Commission’s provides continuing disclosures to the Municipal Securities Rulemaking Board (MSRB) -- <https://www.msrb.org/>.
- Statements of Net Position are published in Commission annual reports dating back to 2006 and these are posted on the Commission website at <https://www.drjtbc.org/documents/annual/>.
- Beginning-of-the-year traffic and revenue projections may be found in annual Traffic Engineering Reports: <https://www.drjtbc.org/documents/traffic/>.
- Monthly accounting reports may be found in attachments to Commission meeting minutes at: <https://www.drjtbc.org/commission-meeting/#minutes>. The monthly reports include Status of Cash Balances, Status of Bond Retirement; Status of Investments; Toll Bridge Traffic and Toll-Supported Bridge Traffic and comparative data; Summary of Expenditures on Toll Bridges and Toll-Supported Bridges; and Statement of Revenue and Expenses.



Allen, Amber	Portland, PA	Oct. 23, 8:27 am	General opposition; questions need
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This is unacceptable. What construction? So far I have noticed no change in roads or bridges. For those who live in pa and work in New Jersey this just makes it that much harder to travel across state lines.

Staff response:

- The Commission’s capital projects are funded either through borrowed monies (general revenue bonds with 30-year repayment terms) or “pay as you go” funding from prior-year toll collections.
- Many projects have been completed to improve the customer experience at the Portland-Columbia Toll Bridge in the past 15 years:
 - The Portland-Columbia Toll Bridge Approach Roadways Improvements Project (\$7.1 million) took place in 2015 and included a wide-range of work: toll-plaza roadway slab reconstruction; approach roadway/ramp resurfacing, reconstruction, and widening; resurfacing of the Locust Street (Columbia, N.J.) overpass approaches, roadway lighting upgrades; drainage improvements; replacement of all main river and approach deck joint sealers; application of methacrylate seal to bridge decks/parapets; and miscellaneous improvements.
 - A system-wide Substructure & Scour Remediation Project (\$9.7 million) 2010-11 included repairs to nine support piers and both bridge abutments at the Portland-Columbia Toll Bridge. This included masonry repointing, epoxy injection crack sealing of pier footings, and spall repairs.
 - A second system-wide Substructure & Scour Remediation Project (\$8.8 million) completed in 2012 included underwater repairs and scour-aversion measures to two bridge support piers.
 - A 2,000-ton salt storage barn was constructed under the Portland-Columbia Toll Bridge Facility Improvements Project (\$2.06 million) in 2010, greatly enhancing the Commission’s ability to handle winter storms and icing events at this bridge. Impact attenuators, concrete toll plaza island repairs, and toll-plaza area restriping also occurred at this time.
- An upcoming project for the Portland-Columbia Toll Bridge will involve the removal of the shuttered toll plaza and the erection of an open-road toll gantry outfitted with E-ZPass electronic tolling equipment and cameras for recording the license plates of non-E-ZPass-equipped vehicles for TOLL BY PLATE billing through the mail. If the proposed toll adjustments were to be approved, it’s possible that this upgrade to highway-speed all-electronic toll collections could be achieved on an expedited schedule. The program cost for this project is currently calculated at \$3.3 million.

Jankauskas, Edward	Jessup, PA	Oct. 23, 9:09 am	General opposition; traffic diversion
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This is what happened when the government prints money out of thin air since 1971 when we went off. The gold standard. Inflation is killing us and you're trying to pass it on to people who can't afford it. The system is collapsing. Thank God. Intelligent people have Bitcoin because it's the only escape valve. You're insane. If you pass this, everyone is going to use the free bridge

Staff response:

- Like other toll agencies across this country and the world, the Delaware River Joint Toll Bridge Commission does not accept Bitcoin for payment of tolls. Likewise, the Bitcoin is not a prescribed investment tool for Commission reserve funds.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.

Farmer, Terry	Phillipsburg, NJ	Oct. 23, 2:07 pm	Hardship; commuter discount; traffic diversion
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I take the bridge 2 to 3 times a week for work. My son and his wife each travel 5 days a week from Easton to NJ for work. Why don't you consider a discounted rate for daily commuters that use ezpass. It is going to cost my son and his wife 80 dollars a month just to get into NJ. If you raise the toll too much more people are going to be forced to use the free bridge which is already a traffic nightmare. I understand that the rates need to go up but perhaps you can use some incentives.

Staff response:

- The proposed \$2 Class 1 passenger vehicle E-ZPass toll (two axles and less than eight feet high) would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Commission incentivizes E-ZPass use through a two-tier toll pricing methodology adopted in 2021. Two-tier pricing is the prevailing trend among toll agencies in the United States and across the world. It assigns lower toll rates to E-ZPass-equipped vehicles and higher toll rates to non-E-ZPass-equipped vehicles. The proposed TOLL BY PLATE for a Class 1 passenger vehicle is \$5, an amount that is 150-percent more than what the corresponding E-ZPass rate would be – if approved.
- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.



Baron, Paul	Titusville, NJ	Oct. 23, 3:46 pm	Commuter discount; traffic diversion
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I believe the commission should reinstate the volume discount program. A toll increase of \$.50 will cost commuters around \$10 per month. This increase would be in addition to the \$.25 increase in 2024 and appears excessive. Higher tolls will also increase the volume of traffic on toll free bridges in the vicinity. Priority should be on cost control over revenue enhancement.

Staff response:

- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to encourage cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service. The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.



Krogstad, Jay	Dingman Twp PA	Oct. 23, 4:24 pm	Toll takers removed; questions need
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You just removed the toll takers, and automated the process, thereby reducing expenses. The rates were also just raised not long ago. There should be no real need to raise the tolls again this soon.

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the

Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Bello, Robert	Westfall, PA	Oct. 23, 4:29 pm	Questions need
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I believe the toll rate increase as it pertains to the Milford-Montague bridge crossing is arbitrary, and there should be more information available to the general public justifying increase after increase. I believe an increase should be postponed or reevaluated until there is a clear consensus amongst the population in support for increasing revenue operations.

Staff response:

- The Commission’s 2026 Toll Adjustments Comments, Hearings, and Approval Process webpage - <https://www.dritbc.org/tollcomments> -- has links to a YouTube video of the Executive Director’s toll hearings presentation outlining the reasons for the proposed 2026 toll rate changes.
- The Commission’s proposed toll adjustment is in reaction to higher costs in the construction-industry marketplace, notably higher costs of materials used in capital projects.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The Commission has 20 river bridges, 39 approach bridges, 79 lane miles of roadway surface, and various related facilities. The Commission’s jurisdiction extends 140 miles from the Philadelphia-Bucks County boundary to the New Jersey/New York State line.
- The agency operates 24 hours a day, seven days a week. The proposed toll adjustments would fund services including – but not limited to – snow plowing, roadway lighting, and State Police responses to accidents and emergencies.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe.
- The proposed toll adjustments would help pay down debt-service costs for capital projects and pay for new projects.
- The proposed adjustments also would enable the Commission to meet the terms of its Financial Resilience Policy: foster improved creditworthiness and credit rating to ensure cost-effective access to capital markets; bolster the agency’s Debt Service Coverage Ratio; and strengthen prospects for maintaining a sufficient balance in the Commission’s indenture-prescribed General Reserve Fund.

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- Toll setting is not done by popular opinion or by “consensus.” The Commission’s two jurisdictional states – New Jersey and Pennsylvania – appoint five individuals each to make policy decisions that guide Commission operations. This includes toll rate setting. These individuals serve voluntarily and uncompensated for their time and effort.



Linton, Gary	Milford, PA	Oct. 23, 4:33 pm	General opposition; toll collectors removed
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No. You just raised it a short time ago and now you're completely automated. No

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Meola, Steve	Greenwich Twp. NJ	Oct. 23, 4:47 pm	General opposition
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No, don't agree with proposed fare hike

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

Sigl, Joanne	Milford, PA	Oct. 23, 4:48 pm	Hardship
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Please leave price alone. Many people who live in Pennsylvania commute over that bridge, and it would become a hardship over time with a toll hike.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

VanAssen, Sean	Northampton, PA	Oct. 23, 5:44 pm	Questions need; toll takers removed; toll elimination myth
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How much more money does the agency need? You got rid of the toll collectors so where is that money going. When the bridge was paid off the toll was suppose to end. I see the fleet of vehicles is always new. No need to raise the tolls anymore

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- This commenter does not specify a particular bridge, but it appears he is referring to the Easton-Phillipsburg (Route 22) Toll Bridge – formerly the Bushkill Street Bridge.
- The notion that the Commission could unilaterally eliminate tolls “after paying for the initial construction of bridges” is a myth. The Commission’s federal Compact as revised April 1, 1987 states: “At any time the Commission shall be free of all outstanding indebtedness, the State of New Jersey and the Commonwealth of Pennsylvania may, by the enactment of substantially

similar acts, require the elimination of all tolls, rates, rents, and other charges on all bridges with the Commission’s jurisdiction and control and, thereafter, all costs and charges in connection with the construction, management, operation, maintenance and betterment of bridges within the jurisdiction and control of the Commission shall be the financial responsibility of the states as provided by law.”

- Like any other tolling agency in the United States, it’s extremely unlikely that the Commission will ever be free of indebtedness. The Commission must periodically issue bonds to finance construction and improvements for its bridges, roadways, and related facilities. Additionally, toll revenues are used to cover the expenses of operating, maintaining, and repairing the Commission’s transportation and operations infrastructure. The Commission continues to issue new bonds when warranted for new projects and improvements..
- The Commission does not receive state or federal subsidies. Tolls are the Commission’s sole revenue source.
- The Commission’s transportation facilities require continuous maintenance and upgrades to remain in good condition. This includes keeping our bridges and roadways safe and clear during inclement weather events.
- The Commission also is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission’s eight toll bridges. This funding arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.



Miller, Annemarie	Bloomsbury, NJ	Oct. 23, 6:12 pm	Hardship
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The toll increases have already affected many of us that work across the border. Many people who live on the border go back and forth regularly. For shopping, restaurants and even healthcare. LVHN and st Luke’s provide high quality health care that Warren county does not provide. It was .75 not to long ago. \$2.00 seems excessive

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.

Osborne, Gillian	Dingmans Ferry, PA	Oct. 23, 7:23 pm	Hardship; \$5 TOLL BY PLATE; toll takers removed; states and E-ZPass profit myth
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This toll is absurd as it is, raising the price is more absurd. We live in the tri-state area. Many people live in PA, and work in NJ and vice-versa. It costs a fortune getting back and forth. It is cruel to punish people who do not have EZ Pass. Maybe we should bring back toll booth workers and create jobs for people in NJ/PA instead of charging \$5 and lining the pockets of the state(s) and EZ pass. Do not do the people yet another disservice and raise the bridge prices.

Staff response:

- This commenter cites the proposed \$5 TOLL BY PLATE rate for Class 1 passenger vehicles (two axles and less than eight feet high). This proposed amount is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers – looking up a vehicle’s registered owner, preparing a toll bill, mailing it, and then handling payments. The current \$3 rate no longer covers the actual costs of processing such a transaction.
- If this individual is a TOLL BY PLATE customer, the Commission urges that she obtain E-ZPass. The corresponding proposed Class 1 passenger vehicle toll for an E-ZPass equipped vehicle is \$2 – 60 percent less than the proposed TOLL BY PLATE rate.
- An individual can obtain an E-ZPass account through the Commission’s E-ZPass service provider – the regional New Jersey E-ZPass Customer Service Provider – at: <https://www.ezpassnj.com/en/signup/signup.shtml>.
- If the commenter needs assistance, she can call the Customer Service phone number posted on the Commission website toll-free: 1-800-363-0049, or visit the walk-in E-ZPass office at the Commission’s administration building for the Delaware Water Gap (I-80) Toll Bridge, 60 Delaware Avenue, Delaware Water Gap, PA. during business hours 8:30 a.m. to 4 p.m. weekdays.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Commission toll proceeds are not distributed to its two jurisdictional states. Tolls are used strictly to fund the Commission’s operations and capital projects, many of which are funded by general revenue bonds that are paid back through collected toll revenues.
- E-ZPass is not a company. It is little more than a trademark and an electronic toll-collection protocol. Toll agencies that are members in the E-ZPass system do pay private companies to

process electronic toll transactions and handle accounts (service providers). These are professional service contracts with negotiated payments. Nobody's pocket is being lined by E-ZPass.



Romeo, Christina	Westfall, PA	Oct. 23, 8:04 pm	Hardship; toll takers removed
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There are many people in this area that have just recently come out of bankruptcy because the economy is that bad. People are scared they can't feed their families in the next few months. This is not okay to go higher there's no reason for it. You fired a whole bunch of workers as it is or move them to different locations there is no need when it's automated to go up higher. If you have a problem with your bills then contact your local electric and gas companies like we do. Please don't put this burden on us. Thank you

Staff response:

- Any deferral or delay in confronting the Commission's financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Commission did not "fire" toll collectors. Those positions were pared largely through attrition over a five-year period. Some toll collectors were retrained and assigned to other positions within the Commission.
- The elimination of cash toll collections has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Dwyer, Kaitlyn	Phillipsburg, NJ	Oct. 23, 8:24 pm	Hardship; traffic diversion
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People that live in NJ and have to work or frequent PA will not be able to pay even more for the toll. This will also be detrimental to the free bridge (all of them) but specifically the one in phillipsburg/easton because the traffic is already terrible and more people will go that way to avoid the toll they cannot afford. Also PA relies on NJ patronage and we will stop making the trips to PA Please do not raise the tolls

Staff response:

- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.
- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Nagorski, Igar	East Hanover, NJ	Oct. 23, 9:46 pm	Hardship for truck operator; wait for more-prosperous economy; cut groundskeeping
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Hi, as an owner operator truck driver I would like to oppose proposed 2026 tolls especially for semi trucks. Raising tolls from \$22.50 to \$32.50 represents over 44% increase. We as a truck drivers were forced to lower our rates over the past 2-3 years by as much as 20% but everything else is going up. I would understand \$1-\$2 increase which would represent 5 to 10% to keep up with inflation but a single increase of \$10 or over 44% is outrageous. As usual regular folks will have to pick up a bill. Please reconsider the increase for some better times as it’s difficult to make ends meet nowadays. Thank you P.S. if you’re looking to save some money please reconsider planting flowers and trimming bushes in the shape of DRJTBC, it sure looks good but it’s unnecessary expenditure of commission’s funds

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- Of the 20 river bridges in the Commission’s system, two are from the late 1800s, four are from the early 1900s, two are from the 1920s, three are from the 1930s, one is from the 1940s, five are from the 1950s, one is from the 1970s, one dual span bridge is from the late 1980s, and one dual span bridge is from between 2019 and 2021. The Commission’s earlier bridges rest on piers constructed in the early to middle 19th century.
- Aging bridges such as these require constant care and scheduled rehabilitation. Unfortunately, components on these crossings do not wait for favorable economic conditions to address much needed work.
- The Commission receives high marks for the condition of its facilities and the customer experience on its transportation facilities. The appearance of Commission bridges, roadways, and accompanying grounds is part of that positive customer experience.
- The real cost driver behind the proposed toll adjustments are inflationary factors, not aesthetics.
- Over the past five years, the Commission has faced rising costs for its capital program, due to the construction economics that support our infrastructure industry. For example, from 2020 to 2025, construction costs have increased approximately 35 percent, with future annual escalation of approximately four percent being placed on projects yet to be initiated. In the past five years, hot mix asphalt has risen 28 percent, concrete has risen 46 percent, structural steel has risen 66 percent, and fuel has risen 44 percent. The Commission is still experiencing supply-chain issues delaying and increasing the cost of its capital projects despite the end of the pandemic.



Roderer, Eveleth	Greenwich Twp NJ	Oct. 24, 2:25 am	General opposition; hardship; toll takers removed
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Do not raise the rates. Not just for the many travellers that use these bridges only periodically but especially for the local residents that cross daily for work or family . And dont forget the many businesses who's income relys on those that travel back

and forth locally to the NJ and PA malls, shopping and entertainment. This is another financial burden that is unnecessary and highly detrimental especially to these working class men and women. These rate hikes also will force the truckers to raise their rates on the goods they deliver. And the public has noticed that there are no more humans manning the toll booths which I'm sure has cut down tremendously on your operating costs. Do the right thing Do not raise the rates. Thank you.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.



Keller, Aiden	Phillipsburg, NJ	Oct. 24, 2:40 am	Hardship; traffic diversion
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Please do not increase the toll already. There was just a toll increase. Wages are stagnant, inflation has increased, rent and mortgage rates have increased. The Northampton bridge area already can't accommodate the traffic it sees, increasing the toll is only going to make that worse. The traffic created by people avoiding the tolls or can't afford the tolls is absolutely insane for a two lane historic main street.

Staff response:

- Any deferral or delay in confronting the Commission’s financial situation would necessitate even steeper toll increases at a later date.
- The proposed \$2 Class 1 E-ZPass toll would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- As with prior toll adjustments, the Commission fully anticipates that diversionary spikes will occur at select non-tolled bridges if the proposed toll adjustments were to be approved and

implemented. The severity of diversions in 2026, however, will be mitigated by the fact that E-ZPass is now used in 87 percent of Commission’s toll transactions.

Strouse, Erin	Pohatcong, NJ	Oct. 24, 6:30 am	Questions need; toll collectors removed
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I understand that supplies increase in price. The toll bridge commission just got rid of ALL toll collectors. So where is all that money for their wages. Shouldn't that money be used for repairs. I feel prices go up for 'repairs' but we NEVER see what the money is truly spent on!

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Commission expenditures on completed capital projects, anticipated program costs of projects nearly completed or in some form of preparation and execution, and estimated program costs for projects proposed for consideration in the next 10 years may be found near the beginning of annual bridge inspection reports: <https://www.drjtbc.org/documents/inspection/>. Commission operating expenses may be found in the operating budget that is posted annually to the Commission’s website: <https://www.drjtbc.org/documents/budget/>. Monthly expenditures and other financial information and accounting reports can be examined in attachments to monthly Commission meeting minutes: <https://www.drjtbc.org/commission-meeting/#minutes>.
- This individual doesn’t mention a bridge, but the address suggests she might be referring to the I-78 Toll Bridge, the Easton-Phillipsburg (Route 22) Toll Bridge, the Northampton Street Toll-Supported Bridge (a.k.a. the Easton-Phillipsburg “free bridge”); and possibly the Riegelsville Toll-Supported Bridge. Three of these bridges – Easton-Phillipsburg, Northampton Street, and Riegelsville – underwent comprehensive rehabilitations in the last 15 years. Meanwhile, there have been multiple roadway rehabilitation, repair, and improvement projects along the Commission’s roughly 7-mile-long I-78 jurisdiction. The program costs of these projects alone tally up to \$150 million.

Cooper, Amarita	Lopatcong, NJ	Oct. 24, 10:49 am	Hardship for Class 1 passenger vehicle drivers
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Please do not increase the tolls for regular 2-axle vehicles. I drive my daughter to school in PA every weekday. Also, a good portion of the people in my church in Phillipsburg travels from PA to attend. This increased toll will be an additional burden on them. So many in Phillipsburg routinely cross over into PA for so many reasons. Cost of living is already high and continues to increase. Please consider leaving the toll rates alone at least for “normal” vehicles. Thank you.

Staff response:

- This commenter does not indicate either E-ZPass or TOLL BY PLATE customer status.
- The proposed \$2 Class 1 passenger vehicle E-ZPass toll (two axles and less than eight feet high) would still remain the lowest rate among the various highway toll bridges crossing the Delaware River. The corresponding \$5 proposed TOLL BY PLATE rate is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers – looking up a vehicle’s registered owner, preparing a toll bill, mailing it, and then handling payments. The current \$3 rate no longer covers the actual costs of processing such a transaction.
- If approved, the \$2 E-ZPass toll would be 60 percent less than the \$5 TOLL BY PLATE rate.
- If the commenter does not have an E-ZPass account, he or she can apply for one through the Commission’s E-ZPass service provider – the regional New Jersey E-ZPass Customer Service Provider – at: <https://www.ezpassnj.com/en/signup/signup.shtml>.
- If the commenter needs assistance, he or she can call the Customer Service phone number posted on the Commission website toll-free: 1-800-363-0049, or visit the walk-in E-ZPass office at Welcome Center off I-78 westbound roughly 1.5 miles west of the I-78 Toll Bridge.



Margillo, Ashley	Milford, PA	Oct. 24, 11:48 am	Hardship; general opposition
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\$60 is already too much to be spending a month and that’s for ezpass. Imagine this new toll by plate rate and people who commute 20 days a month? That’s ridiculously high.

Staff response:

- The proposed \$2 Class 1 passenger vehicle E-ZPass toll (two axles and less than eight feet high) would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.



Falzarano, Linda	Columbia, NJ	Oct. 24, 1:02 pm	\$5 TOLL BY PLATE rate; no easy access to a free crossing
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Wasn't the toll just a dollar several years ago? A 500% increase is ridiculous. I know the easy pass amount is less, but many people choose to use cash for a lot of different reasons. I understand that the cost of everything goes up but the more you raise the tolls the more people will use the free bridges if there is one available. For those of us in northern Warren County, we don't have a free option. So we are forced to pay for people in other areas who can use free bridges. This increase will only make it worse for those of us who have to pay the toll and have no other choice. Have you considered lowering the toll, so that more people will stay on the toll bridges, not go the free route, and give you more of a base to spread out the needed revenue? If the toll is only a couple of dollars, they might not want the inconvenience of going out of their way. Thank you.

Staff response:

- The Commission no longer accepts cash as payment for tolls. The Commission ended cash transactions at its low-traffic-volume toll bridges in June 2024 and at its high-volume toll bridges in January 2025.
- The proposed \$5 Class 1 passenger vehicle (two axles and less than eight feet high) rate for TOLL BY PLATE customers is an updated reflection of what it costs the Commission to collect a toll from non-E-ZPass-equipped customers – looking up a vehicle's registered owner, preparing a toll bill, mailing it, and then handling payments. The current \$3 rate no longer covers the actual costs of processing such a transaction.
- The Commission is required by state statutes and federal law to operate 12 aging non-revenue-generating low-volume non-tolled vehicular and pedestrian bridges – a unique mandate unshouldered by other toll agencies. The costs of these non-revenue-generating bridges must be covered by a share of the tolls collected at the Commission's eight toll bridges. This funding

arrangement is statutorily required by New Jersey and Pennsylvania and by Congress under the Compact Clause of the U.S. Constitution.

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission’s sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.
- The proposed 2026 toll adjustments reflect increases in all classes and toll-payment methods. Decreases are not a consideration.



Glenn, Karin	White Twp, NJ	Oct. 24, 3:34 pm	Toll takers removed; questions where tolls go
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I can’t believe there will be another rate hike. What are we getting for that? The booths are now unmanned, so no salaries paid there! Ridiculous!

Staff response:

- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- Commission expenditures on completed capital projects, anticipated program costs of projects nearly completed or in some form of preparation and execution, and estimated program costs for projects proposed for consideration in the next 10 years may be found near the beginning of annual bridge inspection reports: <https://www.drjtbc.org/documents/inspection/>. Commission operating expenses may be found in the operating budget that is posted annually to the Commission’s website: <https://www.drjtbc.org/documents/budget/>. Monthly expenditures and other financial information and accounting reports can be examined in attachments to monthly Commission meeting minutes: <https://www.drjtbc.org/commission-meeting/#minutes>.



Care, John	Upper Makefield, PA	Oct. 24, 3:44 pm	General opposition
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33% raise is ridiculous. Just adds to inflation. You shouldn't be funding other projects with these tolls.

Staff response:

- The Delaware River Joint Toll Bridge Commission is a self-funded government agency. It receives no funding from state taxes or fuel taxes, no financing through the full faith and credit of New Jersey or the Commonwealth of Pennsylvania, and no federal funding for its heavy highway, bridge, and facility projects. Tolls are the Commission's sole revenue source. The Commission is in a mature service region; when tolls revenues cannot keep pace with increasing costs the Commission must look towards its toll structure to enhance revenue, based on its Financial Resilience Policy.



Mullen, Thomas	Ewing, NJ	Oct. 24, 3:49 pm	General opposition; multiple accusations, commuter discount; questions need
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The Commission has taken the position that the proposed toll increase is necessary to offset the rise in construction costs and maintenance, to maintain a healthy reserve fund balance and protect against the risk of shortfall. The largest expense, however is the Commission itself. The Commission steadfastly creates unnecessary capital project after capital project under the guise of need.

Sure it looks nice to have an open road toll gantry, but is it necessary? No. The all electronic tolling in place at the booths is not only sufficient, the booths create a slowdown making it safer, especially at the US 1 bridge where there is absolutely no speed enforcement whatsoever.

The Commission, without concern of the affect on daily commuters, delivery services and businesses, has approved:

*** \$647,000 for new lighting on an outdated slogan sign on the lower Trenton bridge. A sign which could have and should have been left unchanged or even better, unlit.**

*** \$1.27 million for design of the New Hope-Lambertville Bridge.**

* \$11.86 million contract to carry out the New Hope-Lambertville Toll Bridge all electronic tolling (AET) conversion and Pennsylvania abutment backwall replacement project.

* \$8.06 million for the analysis of the Washington Crossing Bridge and that amount does not authorize the hiring of a contractor and does not authorize design and construction of a new bridge!

* \$3.35 million for design of a new collection facility at the US 1 bridge and reconfiguration of nearby Route 1/Pennsylvania Ave interchange.

* A toll increase in 2021, which pointed at the reduction in traffic volume due to the pandemic to justify the increase, even though it was reported by Fitch, “despite the coronavirus crisis, revenues increased during the first six month of 2020.” And traffic volume has since returned to prepandemic numbers, but never is there talk about a returning tolls to prepandemic numbers.

* The elimination of an EZPass discount that was in place for 21 years. It first went from a 40% discount to 20% to complete elimination.

To conclude, The toll increase is unjust. And I didn’t even touch on the absurdity of the contrast between EZPass and Toll by Plate tolls.

The largest DRJBC expense used to justify a toll increase, construction costs, are man-made, or should I say, Commissioner-made?

The Commissioners are out of touch and out of control. Common folk are already fighting to survive in a suffering economy. Never is there a thought given to how to manage the Commission finances without increasing the tolls. One would think the use of EZPass, which reduced the workforce, would have resulted in a toll reduction, but no.

There was one increase from 2011 to 2021 and now a toll increase is coming every couple of years. The current Commissioners have no imagination. You will never hear a Commissioner say “we can’t afford it.” Maybe that is because there is a conflict of interest. One member, has a company who brags his business has “leverage in Government Affairs Counsel.”

There will always be a new version or upgrade available. I drive a Hyundai and each year a new model comes out with new features. And though I want those new features I must consider the pros and cons. I do so by asking, is it a want or a need and can I afford it? There's a simple formula for figuring this out. I ask the question, will I have to borrow to pay for it? If the answer is yes, then I can't afford it. When it comes to the open road gantrys on the Rte 202 bridge and now proposed US 1 bridge, the answers are, it's a want, a luxury, not a need and no, the Commission (we the people) cannot afford it.

Staff response:

- This commenter's viewpoints on All-Electronic Tolling (AET) are contrary to what the Commission is undertaking and what many other toll collection agencies have put in practice all over the world. The premise that it is safer to leave toll booths in place permanently, at any bridge after a soft conversion to AET, especially the Route 1 Trenton-Morrisville Bridge, is incorrect. One of the largest benefits to AET in an open road, highway speed environment is increased safety due to the elimination of driver confusion and lane-changing that occurs at traditional toll plazas, which reduces the risk of accidents. AET in an open-road environment provides for faster travel and shorter commutes, eliminating the need to stop or slow down at toll booths. Regional mobility is improved in an open-road AET environment due to a smoother, continuous flow of traffic. The environmental benefits of an open-road AET environment eliminates vehicle idling at toll booths, which lowers carbon dioxide emissions and consumption of fuel.
- The commenter's listed project figures amount to cherry picking and do not reflect the breadth and scope of capital expenditures by the Commission. The projects and associated amounts appear to have come from Commission press releases or other postings on the Commission's website. As such, they reflect the agency's ongoing efforts to inform the public of capital projects the Commission undertakes and, more importantly, how toll payer funds get spent. Additional comments on the list follow:
 - The Trenton Makes The World Takes Sign on the Lower Trenton Bridge is culturally significant. There was virtually universal condemnation in the 1970s and 1980s when there was talk of changing the slogan (Note: The Commission did not own the sign until the early 1990s.) and the chamber of commerce failed to keep it lit. This commenter is probably in the minority with his sentiment of having the sign unlit.
 - The Commission fully rehabilitated its New Hope-Lambertville Toll-Supported Bridge in 2024 and early 2025. A project of that nature needs to be properly designed and priced in order to seek competitive bids and then verify the legitimacy of the submitted construction bids. To do otherwise would be a violation of the public's trust.
 - The commenter cites a cost figure for the New Hope-Lambertville Toll Bridge All Electronic tolling (AET) Conversion and Pennsylvania Abutment Backwall Replacement Project, an undertaking currently underway that combines two separate projects into a single contract that will take two years to execute. The AET portion of the project is precedent setting, marking the removal of a shuttered former cash-collection toll plaza and the installation of an open-road highway-speed electronic toll collection gantry. This project

is providing valuable insights into how the Commission should go about replacing its other mothballed and outdated cash-collection toll plazas at its remaining legacy toll bridges.

- The citing of the \$8 million outlay for the Washington Crossing Bridge Alternatives Analysis Process fails to explain how this undertaking is required under the federal National Environmental Policy Act. The analysis ultimately will enable the Commission to decide what course of action should be undertaken to address this obsolete, functionally inefficient, and safety-challenged bridge, which holds the distinction as the narrowest vehicular crossing between the two states. The notion that this expenditure should somehow include design and construction of a new bridge is naïve and out of touch.
- The recent award of a design contract for the Trenton-Morrisville (Route 1) Toll Bridge All Electronic Tolling and Pennsylvania Avenue Interchange also fails to provide context. Design obviously is needed for a project of such importance, scope, duration, and impact. Despite a widening and rehabilitation at the end of the first decade in this century, the bridge continues to experience periodic peak-travel time congestion and delays. Originally opened in 1952, it waivers between being either the Commission’s second or third most heavily travelled bridge. An open road tolling gantry is the next logical step to improving Pennsylvania-bound throughput at this important river crossing.
- The commuter discount was among a series of discounts the Commission provided to encourage cash-customer conversions to E-ZPass when the agency began providing E-ZPass service in late 2002. The discount continued well past the termination dates of other introductory discount measures the Commission initiated for its E-ZPass service. Moreover, similar introductory programs conducted by other toll agencies at the start of their respective E-ZPass service startups. The discount initially was 40-percent, but was pared back to 20 percent under an extended phase out period. The discount was finally terminated at the end of 2023.
- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters – notably in Bucks County -- because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms, related misrepresentations, and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- E-ZPass use is now encouraged through the Commission’s two-tier toll pricing structure, which began in April 2021. Two-tier pricing is now the prevailing trend among tolling agencies here in the United States and around the world. The practice assigns lower rates to vehicles equipped with a working E-ZPass transponder (i.e. toll tag) and higher rates to non-E-ZPass-equipped vehicles due to the additional costs of collecting that toll. The proposed \$2 E-ZPass Class 1 passenger vehicle rate – if approved – would be 60 percent less than the corresponding proposed \$5 TOLL BY PLATE rate for an identical non-E-ZPass-equipped vehicle. Effectively, the Commission’s toll rates now encourage E-ZPass use. Also note that the aforementioned proposed E-ZPass rate represents a 33 percent increase while the corresponding TOLL BY PLATE increase is 66 percent.
- The Commission’s 2026 toll adjustments are spread across all vehicle classes and both types of payment options currently in effect at Commission toll bridges – E-ZPass and TOLL BY PLATE. The rates will be applied universally to all tolling points and all motorists irrespective of age, income

status, etc. As such, the Commission believes they will meet the federal requirement that tolls “shall be just and reasonable.”

- The real cost drivers behind the proposed toll adjustments ARE inflationary factors. Over the past five years, the Commission has faced rising costs for its capital program, due to the construction economics that support our infrastructure industry. For example, from 2020 to 2025, construction costs have increased approximately 35 percent, with future annual escalation of approximately four percent being placed on projects yet to be initiated. In the past five years, the cost of hot mix asphalt has risen 28 percent, concrete has risen 46 percent, structural steel has risen 66 percent, and fuel has risen 44 percent. The Commission is still experiencing supply-chain issues delaying and increasing the cost of its capital projects despite the end of the pandemic.
- Post-pandemic inflation is not a Commission contrivance. It is a well-documented national and world-wide shockwave that continues to disrupt businesses, governments, and households. The Commission’s 2021 toll adjustments did not – and could not – have foreseen this inflationary experience that began in late 2021 and continues to this day.
- Additionally, the Commission is in a mature service region. Traffic volumes at its bridges remain relatively flat. Despite recovering the 65 percent of traffic volume that vanished during the 2020-21 pandemic, overall traffic volumes have only increased approximately one percent since the pre-pandemic level of 2019. Toll revenue has not kept pace with rising capital-project costs.
- The elimination of cash toll collectors has enabled the Commission to reduce its workforce, helping to curb costs for salaries, benefits, and pensions. The size and scope of rate increases prescribed under the proposed toll adjustment would have been exacerbated were it not for the elimination of full- and part-time toll collectors in recent years.
- The notion of toll rates being rolled back to pre-pandemic levels because Commission-wide traffic has begun exceeding (by one percent) pre-pandemic 2019 traffic levels is a sadly mistaken proposition. Toll rates remained unchanged from 2011 to 2021 because inflation during those years was constantly held in check. Yes, the Commission raised toll rates in 2021 to meet the agency’s financial and operating obligations and traffic has reached the level of the last-pre-pandemic year. But traffic still remains relatively flat and forecasting shows no discernable trend under which traffic will grow to offset inflated costs.
- The commenter’s capricious interjection of “conflict of interest” in his discourse is irresponsible, unfounded, and irrelevant to this public toll comment process.



VanTuyle, Liana	Dingman Twp, PA.	Oct. 24, 3:53 pm	Seeks non-uniform toll structure with pro-rated tolls for Milford-Montague; alleges insufficient notice for E-ZPass users
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I think it's disgraceful and unfounded that the Milford/Montague bridge will get same increase as the bridges doubled and tripled with more traffic. Why can you not prorate the different bridges according to how much its travelled....

PLUS I just want to say there was NO advertisement or warning (one sign at bridge does not make for a good warning on increase) I think because bridge commission made everyone use ez pass that it was hoped to go un-noticed since we had a rate increase in 2024, SHAME ON YOU!!!!

Staff response:

- Before 2002, the Commission charged different rates for its toll bridges based on their regional location. This practice actually assigned higher rates to northern-tier bridges like the Milford-Montague Toll Bridge.
- Between 2002 and 2003, the Commission settled on a uniform toll structure that assigned the same rates to each toll bridge. That practice has continued to this day and the proposed 2026 toll adjustments would not change that policy if they are approved. The policy is simple: all toll bridges contribute to covering the cost of operating and maintaining the Commission's bridge/transportation network.
- In accordance with the Commission's Toll Adjustment Public Hearings and Comment Policy, legal notices of the toll adjustment were published in newspapers in New Jersey and Pennsylvania, in the same manner in which regular monthly Commission meetings are advertised. These newspapers included the Pocono Record and the New Jersey Herald. In accordance with Commission policy, the notice also was posted on the Commission website. The Commission issued seven press releases, and many – if not all – were sent to the weekly and daily newspapers serving the Milford-Montague Toll Bridge. The Commission used its Facebook page to further raise public awareness.
- Although not prescribed by Commission policy, variable message signs (VMS) were placed along each toll bridge's Pennsylvania-bound approach in an effort to raise customer awareness of the proposed toll rate changes. These portable signs are the Commission's only means to directly and cost-effectively inform its customers that toll rate changes are being considered. These temporary VMS installations proved to be very effective, as the number of submitted comments surged significantly afterward.
- As an added measure for this proposed toll adjustment, the original 30-day-long public comment period for this toll adjustment was extended an additional seven days, generating dozens of additional comments.
- The Commission is not making everyone use E-ZPass, but it certainly encourages its customers to utilize E-ZPass because of its many advantages – notably that toll-collection method's lower rates.
- As the record clearly shows here, the Commission did not attempt in any way to prevent E-ZPass customers from learning about and commenting on this proposed toll adjustment.



Mrozinski, Michael	Shohola, PA	Oct. 24, 3:58 pm	Hardship for Pike County residents, service agencies and job commuters; commuter discount; scale toll rates to traffic volumes
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The Milford-Montague bridge provides essential passage for services for Pike County residents. Medical and service agencies are few necessitating the need to cross into NJ. A large number of commuters need to use this crossing for employment opportunities. This was always an allowance by DRBC, a commuter discount for frequent crossings. The discount was removed a few years ago creating a hardship for these frequent commuters. To that end, the Milford and Portland crossings should be a lower charge to account for the local traffic accessing needed goods and services...the 8 crossings should be scaled to the service provided. For decades the DRJTBC understood this local dynamic and provided an acceptable rate structure due to our local conditions. Now, in less than 5 years we would be going from \$1 w/ 40% commuter discount to \$2 w/ no commuter discount for Class 1 rate. Finally, notices of this proposed rate increase should have been sent to gateway communities. Pike County has a Road Task Force that meets monthly to discuss road and bridge concerns. DRJTBC should have attended to announce this proposal and discuss rationale and need.

Staff response:

- (Note: Mr. Mrozinski is Director of the Pike County Planning and Mapping Office.)
- The proposed \$2 Class 1 passenger vehicle E-ZPass toll (two axles and less than eight feet high) would still remain the lowest rate among the various highway toll bridges crossing the Delaware River.
- The Commission’s former frequency-based E-ZPass commuter discount program was initiated in 2002 as a tool to incentivize cash toll payers to convert to E-ZPass use. It never was intended to be a permanent customer incentive tool. The Commission actually maintained the incentive much longer than other toll agencies with E-ZPass service.
- The program was phased out over a 20-plus-year period as E-ZPass rose to be used in more than three-quarters of toll transactions. It is now used in 87 percent of toll transactions.

- Before being eliminated, the Commission’s E-ZPass commuter discount actually came under fire in some quarters because it could only be tabulated and applied as a retroactive credit on E-ZPass accounts administered by the Commission’s toll-processing service provider – the regional New Jersey E-ZPass Customer Service Center. These criticisms and the complicated process of executing the discounts gave added impetus for eliminating the former commuter discount program.
- The Commission incentivizes E-ZPass use through a two-tier toll pricing methodology adopted in 2021. Two-tier pricing is the prevailing trend among toll agencies in the United States and across the world. It assigns lower toll rates to E-ZPass-equipped vehicles and higher toll rates to non-E-ZPass-equipped vehicles because of the additional costs involved in collecting that toll. The proposed TOLL BY PLATE for a Class 1 passenger vehicle is \$5, an amount that is 150-percent more than what the corresponding E-ZPass rate would be – if approved.
- The Commission issued seven press releases for this toll adjustment and its corresponding toll hearing/comment process. Many news organizations throughout the Commission’s service jurisdiction published articles at one stage or another of the toll announcement/comment process.
- Commission toll actions are guided by the 10-member bi-state oversight board of the Delaware River Joint Toll Bridge Commission, not the Pike County Road Task Force.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

FINANCE

The following Pages reflect the reports on those items assigned to the Finance Department. Each item is reported separately and page numbered accordingly.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

SUBJECT	DESCRIPTION	PAGE NUMBER
Accounting	Status of Cash Balances at October 31, 2025	1
Accounting	Status of Bond Retirement at October 31, 2025	2
Accounting	Status of Investments at October 31, 2025	3-6
Accounting	Status of Toll Traffic and Revenue & Toll Supported Traffic Month of October 2025 Compared with Month of October 2024	7-22
Accounting	Statistical Summary of Expenditures on Toll Bridges and Toll Supported Bridges Accounts for the Period October 1, 2025, through October 31, 2025	23-31
Accounting	Statement of Revenue and Expenses: Ten Month Period ending October 31, 2025	32

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

There follows Cash Balances of the Commission at October 31, 2025 for the information and review of the Members:

COMMISSION CASH DEPOSITS

Wells Fargo Bank, N. A.

Revenue Fund	6,467,550
Payroll Fund	55,128
Insurance Clearing Account	750,000
TOTAL	\$ 7,272,678

CASH DEPOSIT GUARANTEES

Wells Fargo Bank PA ACT 72 FULL BALANCE

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

STATUS OF BRIDGE REVENUE BONDS AT October 31, 2025

Maturity	SERIES 2015			SERIES 2017			SERIES 2019A			SERIES 2019B			Total	
	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Yield	Principal Amount	Maturities & Calls	Average Yield	Remaining Outstanding
7/1/2019	0	2,410,000	2,410,000											
7/1/2020	1.62%	2,540,000	2,540,000	1.00%	945,000	945,000	1.17%	505,000	505,000	1.17%	6,015,000	6,015,000		-
7/1/2021	1.86%	2,540,000	2,540,000	1.00%	875,000	875,000	1.20%	435,000	435,000	1.20%	5,945,000	5,945,000		-
7/1/2022	2.10%	2,695,000	2,695,000	1.81%	1,740,000	1,740,000	1.23%	455,000	455,000	1.23%	6,255,000	6,255,000		-
7/1/2023	2.34%	2,795,000	2,795,000	2.03%	1,865,000	1,865,000	1.25%	480,000	480,000	1.25%	6,565,000	6,565,000		-
7/1/2024	2.43%	2,935,000	2,935,000	2.31%	1,970,000	1,970,000	1.31%	8,015,000	8,015,000	1.31%	6,830,000	6,830,000		-
7/1/2025	2.55%	3,015,000	3,015,000	2.52%	1,070,000	1,070,000	1.40%	8,170,000	8,170,000	1.40%	7,195,000	7,195,000		-
7/1/2026	2.73%	3,180,000					1.49%	8,585,000		1.49%	7,515,000		1.69%	19,280,000
7/1/2027	3.10%	4,540,000		2.80%	20,000		1.59%	5,800,000		1.59%	7,880,000		1.97%	18,240,000
7/1/2028	3.28%	3,380,000		2.95%	35,000		1.69%	9,410,000		1.69%	8,300,000		1.95%	21,125,000
7/1/2029	3.04%	3,480,000	3,480,000	3.08%	8,380,000		1.77%	3,725,000		1.77%	8,670,000		2.30%	20,775,000
7/1/2030	3.10%	3,670,000	3,670,000	3.19%	8,845,000		1.85%	3,930,000		1.85%	9,045,000		2.39%	21,820,000
7/1/2031	3.14%	3,785,000	3,785,000	3.27%	10,765,000		1.91%	4,055,000		1.91%	9,520,000		2.51%	24,340,000
7/1/2032	3.55%	545,000		3.35%	14,735,000		1.97%	725,000		1.97%	9,995,000		2.79%	26,000,000
7/1/2033	3.56%	10,595,000		3.41%	15,715,000		2.09%	760,000					3.43%	27,070,000
7/1/2034	3.60%	11,020,000		3.47%	16,500,000		2.16%	800,000					3.48%	28,320,000
7/1/2035	3.64%	11,460,000		3.52%	17,325,000		2.21%	835,000					3.53%	29,620,000
7/1/2036	3.73%	11,920,000		3.56%	18,190,000		2.25%	880,000					3.59%	30,990,000
7/1/2037		N/A		3.59%	22,015,000		2.29%	925,000					3.54%	22,940,000
7/1/2038		N/A		3.64%	23,115,000		2.32%	970,000					3.59%	24,085,000
7/1/2039		N/A		3.64%	24,270,000		2.35%	1,020,000					3.59%	25,290,000
7/1/2040		N/A		3.64%	25,485,000		2.50%	1,070,000					3.59%	26,555,000
7/1/2041		N/A		3.64%	26,760,000		2.50%	1,125,000					3.59%	27,885,000
7/1/2042		N/A		3.64%	28,100,000		2.50%	1,180,000					3.59%	29,280,000
7/1/2043		N/A		3.69%	15,930,000		2.50%	1,240,000					3.60%	17,170,000
7/1/2043		N/A		4.04%	13,575,000								4.04%	13,575,000
7/1/2044		N/A		3.69%	16,590,000		2.50%	1,300,000					3.60%	17,890,000
7/1/2044		N/A		4.04%	14,255,000								4.04%	14,255,000
7/1/2045		N/A		3.69%	17,275,000		3.04%	1,365,000					3.64%	18,640,000
7/1/2045		N/A		4.04%	14,965,000								4.04%	14,965,000
7/1/2046		N/A		3.69%	17,990,000		3.04%	1,405,000					3.64%	19,395,000
7/1/2046		N/A		4.04%	15,715,000								4.04%	15,715,000
7/1/2047		N/A		3.69%	18,745,000		3.04%	1,450,000					3.64%	20,195,000
7/1/2047		N/A		4.04%	16,490,000								4.04%	16,490,000
7/1/2048							3.04%	1,490,000					3.04%	1,490,000
7/1/2049							3.04%	1,535,000					3.04%	1,535,000
		\$ 86,505,000	\$ 29,865,000		\$ 430,250,000	\$ 8,465,000		\$ 73,640,000	\$ 18,060,000		\$ 99,730,000	\$ 38,805,000		\$ 594,930,000



**Delaware River Joint TBC
Purchases Report
Sorted by Fund - Maturity Date
October 1, 2025 - October 31, 2025**

CUSIP	Investment #	Fund	Sec. Type	Issuer	Original Par Value	Purchase Date	Payment Periods	Principal Purchased	Accrued Interest at Purchase	Rate at Purchase	Maturity Date	YTM	Ending Book Value
General Reserve Fund													
53943SED5	11199	01GRF	ACP	LLOYD	5,000,000.00	10/20/2025	05/13 - At Maturity	4,890,666.67		3.840	05/13/2026	3.967	4,897,066.67
3130B8AY8	11197	01GRF	FAC	FHLB	2,500,000.00	10/22/2025	03/20 - 09/20	2,500,000.00	259.72	3.740	09/20/2030	3.741	2,500,000.00
3130B8AV4	11196	01GRF	FAC	FHLB	2,500,000.00	10/22/2025	04/15 - 10/15	2,500,000.00		3.800	10/15/2030	3.800	2,500,000.00
			Subtotal		10,000,000.00			9,890,666.67	259.72				9,897,066.67
			Total Purchases		10,000,000.00			9,890,666.67	259.72				9,897,066.67

3



**Delaware River Joint TBC
Investment Classification
Sorted by Fund - Maturity Date
October 31, 2025**

DRJTBC

CUSIP	Investment #	Fund	Issuer	Investment Class	Par Value	YTM	Maturity Date	Market Price	Market Date	Market Value	Book Value	Reported Value
Debt Service Fund												
38145C752	10113	01DSF	Goldman Sachs Ila Fed Port	Amort	82.52	3.190		100.000	10/31/2025	82.52	82.52	82.52
Subtotal					82.52	3.190				82.52	82.52	82.52
General Reserve Fund												
38145C752	10115	01GRF	Goldman Sachs Ila Fed Port	Amort	0.00			100.000	10/31/2025	0.00	0.00	0.00
PAINVEST	10050	01GRF	PA Invest	Amort	0.00			100.000	10/31/2025	0.00	0.00	0.00
PAINVEST	10462	01GRF	PA Invest	Amort	49,916,372.80	4.082		100.000	10/31/2025	49,916,372.80	49,916,372.80	49,916,372.80
91282CJL6	11059	01GRF	U.S. Treasury	Fair	3,000,000.00	4.717	11/30/2025	100.035	10/31/2025	3,001,054.68	3,000,358.72	3,001,054.68
49474E3Z4	10991	01GRF	King County Washington	Fair	560,000.00	4.364	12/01/2025	100.084	10/31/2025	560,475.73	560,461.96	560,475.73
05254JAA8	11004	01GRF	Aust & NZ Banking Group	Fair	3,000,000.00	4.777	12/08/2025	100.012	10/31/2025	3,000,372.00	3,000,879.25	3,000,372.00
592179KD6	11121	01GRF	METLIFE	Fair	2,000,000.00	5.135	01/06/2026	100.133	10/31/2025	2,002,672.00	1,999,521.99	2,002,672.00
592179KD6	11139	01GRF	METLIFE	Fair	2,000,000.00	4.486	01/06/2026	100.133	10/31/2025	2,002,672.00	2,001,764.85	2,002,672.00
742718BH1	11150	01GRF	Procter & Gamble CO	Fair	2,093,000.00	3.897	01/15/2026	100.451	10/31/2025	2,102,449.90	2,103,586.96	2,102,449.90
64966MYL7	10944	01GRF	City of New York	Fair	3,000,000.00	2.642	04/01/2026	99.772	10/31/2025	2,993,185.83	3,007,533.15	2,993,185.83
57629W6F2	11116	01GRF	Mass Mutual Global	Fair	2,250,000.00	5.350	04/10/2026	100.008	10/31/2025	2,250,193.50	2,242,071.21	2,250,193.50
57629W6F2	11120	01GRF	Mass Mutual Global	Fair	2,000,000.00	5.151	04/10/2026	100.008	10/31/2025	2,000,172.00	1,994,552.60	2,000,172.00
53943SED5	11199	01GRF	Lloyd Bank Corp	Fair	5,000,000.00	3.966	05/13/2026	97.859	10/31/2025	4,892,960.00	4,897,066.67	4,892,960.00
58989V2F0	11129	01GRF	Met Tower Global Fund	Fair	2,000,000.00	4.853	06/20/2026	100.751	10/31/2025	2,015,036.00	2,006,539.08	2,015,036.00
54438CYL0	10955	01GRF	Los Angeles CA Community Colle	Fair	1,480,000.00	3.339	08/01/2026	98.028	10/31/2025	1,450,815.34	1,459,845.47	1,450,815.34
826200AD9	11141	01GRF	SIEMENS	Fair	2,500,000.00	4.364	08/17/2026	101.744	10/31/2025	2,543,607.50	2,533,133.66	2,543,607.50
91282CHY0	11041	01GRF	U.S. Treasury	Fair	1,000,000.00	4.911	09/15/2026	100.722	10/31/2025	1,007,226.56	997,691.92	1,007,226.56
06375M3Z6	11034	01GRF	Bank of Montreal	Fair	3,000,000.00	5.583	09/21/2026	99.612	10/31/2025	2,988,375.00	3,000,000.00	2,988,375.00
882724WT0	10915	01GRF	Texas Public Finance Authority	Fair	7,500,000.00	1.289	10/01/2026	101.080	10/31/2025	7,581,072.39	7,745,975.19	7,581,072.39
059189N55	11185	01GRF	City of Baltimore	Fair	910,000.00	4.024	10/15/2026	102.111	10/31/2025	929,212.39	926,301.43	929,212.39
771196CE0	11128	01GRF	ROCHE HLDGS INC	Fair	3,500,000.00	4.842	11/13/2026	101.256	10/31/2025	3,543,963.50	3,514,193.81	3,543,963.50
5253JAZ4	11142	01GRF	Aust & NZ Banking Group	Fair	3,000,000.00	4.255	01/18/2027	100.875	10/31/2025	3,026,262.00	3,016,875.16	3,026,262.00
64953BBM9	11127	01GRF	New York Life Global	Fair	2,000,000.00	4.837	04/02/2027	101.351	10/31/2025	2,027,030.00	2,001,580.31	2,027,030.00
29446MAE2	11097	01GRF	EQUINOR ASA	Fair	1,000,000.00	4.833	04/06/2027	98.987	10/31/2025	989,879.00	975,896.16	989,879.00
57629W4S6	11126	01GRF	Mass Mutual Global	Fair	3,000,000.00	4.867	04/09/2027	101.481	10/31/2025	3,044,445.00	3,009,182.73	3,044,445.00
64971MT44	11176	01GRF	NYC Transitional Fin Authority	Fair	2,000,000.00	4.310	05/01/2027	101.845	10/31/2025	2,036,913.43	2,026,926.03	2,036,913.43
74172WAJ5	11188	01GRF	Prince George County Rev Autho	Fair	560,000.00	3.976	05/01/2027	100.007	10/31/2025	560,043.87	557,432.83	560,043.87
166764BX7	11073	01GRF	Chevron Corp	Fair	3,000,000.00	4.379	05/11/2027	97.332	10/31/2025	2,919,981.00	2,899,206.82	2,919,981.00

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**Delaware River Joint TBC
Investment Classification
October 31, 2025**

CUSIP	Investment #	Fund	Issuer	Investment Class	Par Value	YTM	Maturity Date	Market Price	Market Date	Market Value	Book Value	Reported Value
General Reserve Fund												
90327QD97	11124	01GRF	USAA CAP CORP	Fair	5,000,000.00	5.048	06/01/2027	101.982	10/31/2025	5,099,120.00	5,014,583.26	5,099,120.00
649907XF4	11100	01GRF	New York State Dormitory Auth	Fair	1,000,000.00	5.049	07/01/2027	101.365	10/31/2025	1,013,653.37	997,863.90	1,013,653.37
3130B2WX9	11148	01GRF	Federal Home Loan Bank	Fair	3,000,000.00	3.666	10/01/2027	99.665	10/31/2025	2,989,962.00	3,000,000.00	2,989,962.00
3130B3JC8	11158	01GRF	Federal Home Loan Bank	Fair	1,500,000.00	4.310	10/22/2027	100.184	10/31/2025	1,502,767.50	1,500,000.00	1,502,767.50
40139LBG7	11098	01GRF	Guardian Life Global Funding	Fair	3,000,000.00	4.853	10/28/2027	102.938	10/31/2025	3,088,143.00	3,037,553.01	3,088,143.00
64966MGP8	11169	01GRF	City of New York	Fair	1,000,000.00	4.391	12/01/2027	98.892	10/31/2025	988,925.47	981,711.82	988,925.47
64952WEY5	11111	01GRF	New York Life Global	Fair	3,000,000.00	5.020	01/09/2028	101.783	10/31/2025	3,053,490.00	2,989,803.72	3,053,490.00
3130AYLF1	11094	01GRF	Federal Home Loan Bank	Fair	3,000,000.00	4.535	01/14/2028	100.117	10/31/2025	3,003,513.00	2,999,042.35	3,003,513.00
3136GA6V6	11162	01GRF	Federal National Mtg Assn	Fair	5,000,000.00	4.650	01/27/2028	100.173	10/31/2025	5,008,660.00	5,000,000.00	5,008,660.00
3130B4WZ0	11172	01GRF	Federal Home Loan Bank	Fair	5,000,000.00	4.550	02/18/2028	100.179	10/31/2025	5,008,975.00	5,000,000.00	5,008,975.00
3130B5HW1	11173	01GRF	Federal Home Loan Bank	Fair	1,610,000.00	4.280	03/13/2028	100.153	10/31/2025	1,612,468.13	1,610,000.00	1,612,468.13
3130B5LN6	11175	01GRF	Federal Home Loan Bank	Fair	4,000,000.00	4.300	03/24/2028	100.170	10/31/2025	4,006,812.00	4,000,000.00	4,006,812.00
13063DGC6	11040	01GRF	State of California	Fair	2,000,000.00	5.035	04/01/2028	99.635	10/31/2025	1,992,714.07	1,934,288.27	1,992,714.07
3134HBML2	11178	01GRF	Federal Home Loan Mtg Corp	Fair	2,000,000.00	4.248	04/24/2028	100.134	10/31/2025	2,002,686.00	2,000,000.00	2,002,686.00
637639AK1	11104	01GRF	National Securities Clearing	Fair	4,000,000.00	4.641	05/30/2028	102.351	10/31/2025	4,094,072.00	4,033,112.87	4,094,072.00
01266HFL8	11050	01GRF	Albemarle Cnty VA Economic Dev	Fair	3,000,000.00	5.260	06/01/2028	100.742	10/31/2025	3,022,287.54	3,002,626.28	3,022,287.54
686053DR7	11171	01GRF	Oregon School Board Assn	Fair	2,289,489.48	4.283	06/30/2028	102.166	10/31/2025	2,339,080.70	2,320,385.59	2,339,080.70
898365AP6	11066	01GRF	Boston College	Fair	2,550,000.00	4.705	07/01/2028	101.735	10/31/2025	2,594,254.59	2,538,678.56	2,594,254.59
3136GAGW3	11180	01GRF	Federal National Mtg Assn	Fair	4,400,000.00	4.043	08/10/2028	100.101	10/31/2025	4,404,452.80	4,402,452.90	4,404,452.80
91282CJA0	11042	01GRF	U.S. Treasury	Fair	1,000,000.00	4.806	09/30/2028	102.808	10/31/2025	1,028,085.94	995,333.65	1,028,085.94
67080LAA3	11063	01GRF	Nuveen LLC	Fair	5,000,000.00	5.034	11/01/2028	99.520	10/31/2025	4,976,040.00	4,855,038.09	4,976,040.00
91282CJN2	11060	01GRF	U.S. Treasury	Fair	2,000,000.00	4.257	11/30/2028	102.187	10/31/2025	2,043,750.00	2,006,436.92	2,043,750.00
64952WFF5	11149	01GRF	New York Life Global	Fair	1,850,000.00	4.045	01/29/2029	101.730	10/31/2025	1,882,012.40	1,885,661.53	1,882,012.40
649902S53	11192	01GRF	New York State Dormitory Auth	Fair	4,000,000.00	4.248	02/15/2029	103.628	10/31/2025	4,145,155.78	4,168,275.88	4,145,155.78
3130B0KB4	11105	01GRF	Federal Home Loan Bank	Fair	3,000,000.00	5.000	03/20/2029	100.426	10/31/2025	3,012,804.00	3,000,000.00	3,012,804.00
95662NSL3	11154	01GRF	West Virginia Housing Developm	Fair	510,000.00	4.207	05/01/2029	105.831	10/31/2025	539,740.73	538,832.81	539,740.73
3136GAK24	11183	01GRF	Federal National Mtg Assn	Fair	5,000,000.00	4.150	07/11/2029	100.111	10/31/2025	5,005,565.00	5,000,000.00	5,005,565.00
3130B2N43	11144	01GRF	Federal Home Loan Bank	Fair	4,000,000.00	4.000	09/10/2029	99.717	10/31/2025	3,988,688.00	4,000,000.00	3,988,688.00
3134HBEU1	11177	01GRF	Federal Home Loan Mtg Corp	Fair	3,083,000.00	4.119	09/19/2029	100.238	10/31/2025	3,090,346.79	3,091,707.69	3,090,346.79
95662NSM1	11155	01GRF	West Virginia Housing Developm	Fair	505,000.00	4.800	11/01/2029	106.041	10/31/2025	535,511.11	536,364.24	535,511.11
3130B6DA1	11179	01GRF	Federal Home Loan Bank	Fair	3,000,000.00	4.150	05/07/2030	100.080	10/31/2025	3,002,403.00	3,000,000.00	3,002,403.00
57604TAC0	11194	01GRF	Commonwealth of Massachusetts	Fair	3,850,000.00	4.155	06/01/2030	103.195	10/31/2025	3,973,044.11	3,993,287.50	3,973,044.11
3130B6V60	11181	01GRF	Federal Home Loan Bank	Fair	5,000,000.00	4.570	07/08/2030	100.240	10/31/2025	5,012,040.00	5,000,000.00	5,012,040.00
3130B7G57	11186	01GRF	Federal Home Loan Bank	Fair	1,700,000.00	4.198	08/12/2030	99.813	10/31/2025	1,696,826.10	1,700,000.00	1,696,826.10
3136GANV7	11187	01GRF	Federal National Mtg Assn	Fair	3,830,000.00	4.116	08/19/2030	99.910	10/31/2025	3,826,587.47	3,827,239.33	3,826,587.47
3130B7LE2	11189	01GRF	Federal Home Loan Bank	Fair	5,000,000.00	4.000	09/09/2030	99.664	10/31/2025	4,983,210.00	5,000,000.00	4,983,210.00

**Delaware River Joint TBC
Investment Classification
October 31, 2025**

CUSIP	Investment #	Fund	Issuer	Investment Class	Par Value	YTM	Maturity Date	Market Price	Market Date	Market Value	Book Value	Reported Value
General Reserve Fund												
3136GARY7	11193	01GRF	Federal National Mtg Assn	Fair	5,000,000.00	3.749	09/10/2030	99.034	10/31/2025	4,951,710.00	5,000,000.00	4,951,710.00
3130B8AY8	11197	01GRF	Federal Home Loan Bank	Fair	2,500,000.00	3.740	09/20/2030	99.005	10/31/2025	2,475,145.00	2,500,000.00	2,475,145.00
3130B8AV4	11196	01GRF	Federal Home Loan Bank	Fair	2,500,000.00	3.800	10/15/2030	99.115	10/31/2025	2,477,892.50	2,500,000.00	2,477,892.50
				Subtotal	229,946,862.28	4.251				230,859,038.52	230,355,230.93	230,859,038.52
Operating Fund												
38145C752	10108	01OF	Goldman Sachs Ila Fed Port	Amort	375,346.42	3.190		100.000	10/31/2025	375,346.42	375,346.42	375,346.42
91282CJV4	11165	01OF	U.S. Treasury	Fair	8,645,000.00	4.272	01/31/2026	100.078	10/31/2025	8,651,753.91	8,644,504.34	8,651,753.91
				Subtotal	9,020,346.42	4.227				9,027,100.33	9,019,850.76	9,027,100.33
Reserve Maintenance Fund												
38145C752	10106	01RMF	Goldman Sachs Ila Fed Port	Amort	692,949.86	3.190		100.000	10/31/2025	692,949.86	692,949.86	692,949.86
91282CJV4	11166	01RMF	U.S. Treasury	Fair	15,962,000.00	4.272	01/31/2026	100.078	10/31/2025	15,974,470.31	15,961,084.82	15,974,470.31
				Subtotal	16,654,949.86	4.227				16,667,420.17	16,654,034.68	16,667,420.17
Scudder Falls Insurance Reserv												
38145C752	10506	01SFIR	Goldman Sachs Ila Fed Port	Amort	1,413,279.83	3.190		100.000	10/31/2025	1,413,279.83	1,413,279.83	1,413,279.83
				Subtotal	1,413,279.83	3.190				1,413,279.83	1,413,279.83	1,413,279.83
Debt Service Reserve Fund Comm												
38145C752	10994	06DSRF	Goldman Sachs Ila Fed Port	Amort	1,040,173.51	3.190		100.000	10/31/2025	1,040,173.51	1,040,173.51	1,040,173.51
91282CJV4	11164	06DSRF	U.S. Treasury	Fair	47,625,000.00	4.260	01/31/2026	100.078	10/31/2025	47,662,207.03	47,623,718.48	47,662,207.03
91282CJV4	11168	06DSRF	U.S. Treasury	Fair	1,017,000.00	4.257	01/31/2026	100.078	10/31/2025	1,017,794.53	1,016,979.91	1,017,794.53
				Subtotal	49,682,173.51	4.237				49,720,175.07	49,680,871.90	49,720,175.07
				Total	306,717,694.42	4.242				307,687,096.44	307,123,350.62	307,687,096.44

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025
TOLL TRAFFIC AND REVENUE STATISTICS (October 2025)

Summary: The Commission recorded a decrease in total toll revenue for October 2025 in comparison to the October 2024 traffic and revenue statistics. Total toll traffic also reflected a decrease for the month. [It should be noted that the Commission eliminated cash toll collections at TM, I78, EP, and DWG at 11:00 PM on January 12, 2025. In addition, it should be noted that 2024 was a leap year].

Analysis of October 2025 / October 2024 toll revenue data comparison:

- Total toll revenue decreased by **\$591,220** or **3.23** percent at the Commission's eight toll bridges for the month of October.
- Commercial-vehicle toll revenue decreased \$428,724 or 3.51 percent.
- Passenger-vehicle toll revenue decreased \$162,496 or 2.66 percent.

Analysis of October 2025 / October 2024 traffic data comparison:

- Total toll traffic decreased by **97,502** vehicles, or **2.34** percent for the month.
- Commercial-vehicle traffic decreased by 32,026 vehicles, or 5.01 percent.
- Passenger-vehicle toll traffic decreased by 65,476 vehicles, or 1.85 percent.
- Average daily toll traffic for the Commission's toll bridges for October 2025 was 131,334 total vehicles as compared to the 134,480 total vehicles recorded in October 2024, a decrease on average of 3,146 vehicles a day.
- Total recorded westbound traffic volume at the ten toll supported bridges for October 2025 decreased by 24,664 vehicles, or 1.3 percent as compared to October 2024. Average daily westbound traffic on the toll supported bridges was 58,571 vehicles in October 2025 as compared to 59,367 vehicles in October 2024.

Traffic analysis for October 2025:

- Total toll traffic for the eight toll bridges is reflecting a 1.08 percent decrease through the first ten months of 2025 as compared to the same ten-month period of 2024.
- Westbound traffic on the ten toll supported bridges reflects a decrease of 3.1 percent for the first ten months of 2025 when compared to 2024.

REGION REVIEW:

Southern Region

Total toll traffic at Trenton-Morrisville (TM) reflected a 0.15 percent increase for October 2025 when compared to October 2024 as the result of the increase of 8,018 cars and the decrease of 6,943 trucks. The Scudder Falls Bridge recorded a 1.84 percent decrease in total toll traffic for October 2025 compared to October 2024 due to the decreases of 10,955 cars and 2,700 trucks. At New Hope-Lambertville (NHL), a decrease of 11,760 cars combined with a decrease of 1,460 trucks resulted in a decrease of 8.08 percent in total toll traffic for October 2025 as compared to October 2024.

Central Region

The I-78 Toll Bridge recorded an increase of 0.16 percent in total toll traffic for the month of October 2025 when compared to October 2024 as the result of the increase of 14,383 cars and the decrease of 12,792 trucks. At the Easton-Phillipsburg (EP) Toll Bridge, the increase of 1,687 passenger vehicles combined with the decrease of 3,592 trucks generated a 0.40 percent decrease in total toll traffic for October 2025 as compared to October 2024.

Northern Region

Portland-Columbia (PC) recorded a 14.87 percent decrease in total toll traffic during October 2025 compared to October 2024 as the result of the decrease of 18,141 automobiles and the decrease of 541 trucks. At the Delaware Water Gap (DWG) Toll Bridge, the decrease of 42,993 passenger vehicles combined with the decrease of 3,079 trucks generated a decrease of 5.45 percent in total toll traffic for October 2025 when compared to October 2024. At Milford-Montague (MM), decreases of 5,715 passenger vehicles and 919 trucks produced a 6.31 percent decrease in total toll traffic for the month of October 2025 as compared to October 2024.

E-ZPass Penetration Rates

The table below provides a comparison of the *E-ZPass* penetration rates for the Commission's eight (8) toll bridges for the months of October 2025 and October 2024, and the year-to-date periods ending October 31, 2025 and October 31, 2024.

		<i>E-ZPass</i> PENETRATION RATES					
		OCT. 2025	OCT. 2024	Change in Monthly Percentage	YTD 2025	YTD 2024	Change in YTD Percentage
All Toll Bridges	Cars	86.42	85.49	0.93	86.93	84.78	2.15
	Trucks	85.85	87.99	-2.14	88.19	87.99	0.20
	Total	86.34	85.87	0.47	87.12	85.26	1.86
Trenton - Morrisville	Cars	86.37	83.86	2.51	86.59	83.80	2.79
	Trucks	83.45	86.51	-3.06	86.14	86.10	0.04
	Total	86.09	84.14	1.95	86.54	84.04	2.50
Scudder Falls	Cars	91.49	92.02	-0.53	91.91	91.95	-0.04
	Trucks	88.04	89.66	-1.62	89.73	89.67	0.06
	Total	91.32	91.90	-0.58	91.80	91.83	-0.03
New Hope - Lambertville	Cars	93.61	93.53	0.08	93.58	92.95	0.63
	Trucks	89.77	89.18	0.59	90.01	89.88	0.13
	Total	93.29	93.16	0.13	93.26	92.69	0.57
I-78	Cars	83.49	82.06	1.43	84.04	81.09	2.95
	Trucks	86.03	88.62	-2.59	88.92	88.81	0.11
	Total	84.24	84.10	0.14	85.49	83.42	2.07
Easton - Phillipsburg	Cars	87.73	86.30	1.43	88.38	86.22	2.16
	Trucks	85.28	85.46	-0.18	87.66	85.65	2.01
	Total	87.56	86.23	1.33	88.32	86.18	2.14
Portland - Columbia	Cars	87.43	87.94	-0.51	88.01	86.00	2.01
	Trucks	88.13	89.45	-1.32	87.71	88.00	-0.29
	Total	87.52	88.11	-0.59	87.97	86.22	1.75
Delaware Water Gap	Cars	81.54	80.71	0.83	82.58	79.81	2.77
	Trucks	85.82	87.49	-1.67	87.41	87.41	0.00
	Total	82.33	81.92	0.41	83.44	81.13	2.31
Milford - Montague	Cars	86.92	88.05	-1.13	87.47	85.13	2.34
	Trucks	80.91	85.94	-5.03	85.48	84.73	0.75
	Total	86.71	87.96	-1.25	87.39	85.12	2.27

Starting 11pm on January 12th, 2025, the Commission ceased cash toll collections at TM, I-78, EP and DWG, and completed soft AET conversions at all toll bridges.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ALL TOLL BRIDGES
COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		VEHICLE CLASS	MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
33,202,464	\$ 57,823,003.30	32,807,571	\$ 56,217,190.25	Passenger	3,464,462	\$ 5,969,230.00	3,529,938	\$ 6,128,559.15
-	(296,946.75)		(438,243.00)	Discounts *	-	(25,350.50)	-	(22,184.00)
33,202,464	\$ 57,526,056.55	32,807,571	\$ 55,778,947.25	TOTAL PASSENGER	3,464,462	\$ 5,943,879.50	3,529,938	\$ 6,106,375.15
1,187,553	10,857,946.30	1,197,747	10,906,364.95	2-Axle Trucks	111,050	1,017,227.00	128,314	1,172,929.00
412,212	5,639,025.00	407,381	5,570,931.00	3-Axle Trucks	43,309	593,242.50	46,436	635,193.00
451,013	8,246,168.00	411,759	7,525,644.00	4-Axle Trucks	46,605	854,902.00	49,767	910,730.00
3,775,398	85,994,995.00	3,784,317	86,223,692.50	5-Axle Trucks	395,911	9,041,302.50	403,573	9,192,307.50
90,171	2,448,501.00	90,884	2,469,363.00	6-Axle Trucks	9,783	266,937.00	9,966	270,939.00
4,670	155,524.50	2,902	99,025.00	7-Axle Trucks	244	8,336.50	872	28,573.00
5,921,017	\$ 113,342,159.80	5,894,990	\$ 112,795,020.45	TOTAL TRUCKS	606,902	\$ 11,781,947.50	638,928	\$ 12,210,671.50
39,123,481	\$ 170,868,216.35	38,702,561	\$ 168,573,967.70	TOTAL TOLL VEHICLES	4,071,364	\$ 17,725,827.00	4,168,866	18,317,046.65
128,274	\$ 560,223.66	127,311	\$ 554,519.63	DAILY AVERAGE	131,334	\$ 571,800.87	134,480	\$ 590,872.47
YTD Rate Change				MTD Rate Change Traffic				
Traffic (toll)		-1.08%		Traffic (toll)		-2.34%		
Autos		-1.19%		Autos		-1.85%		
Trucks		-0.44%		Trucks		-5.01%		
Revenue		-1.34%		Revenue		-3.23%		
Autos		-3.04%		Autos		-2.66%		
Trucks		-0.48%		Trucks		-3.51%		

* "Discounts" The Commuter Discount was eliminated effective January 1st, 2024. The commuter discount reported in the January 2024 Comparatives represented the discounts issued for trips made in December 2023. "Discounts" now represents adjustments for employee and Commission vehicle non-revenue crossings.

NOTE: On January 12, 2025 at 11:00 PM the Commission eliminated Cash Toll collections at TM, I78, EP, and DWG.
NOTE: 2024 was a Leap Year

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
 TRENTON - MORRISVILLE TOLL BRIDGE
 COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS		
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
6,160,664	\$ 10,797,898.25 (43,162.75)	6,309,076	\$ 10,827,648.50 (90,936.50)	Passenger Discounts *	666,928	\$ 1,147,554.00 (4,387.00)	658,910	\$ 1,158,064.25 (2,727.00)
6,160,664	\$ 10,754,735.50	6,309,076	\$ 10,736,712.00	TOTAL PASSENGER	666,928	\$ 1,143,167.00	658,910	\$ 1,155,337.25
232,132	2,119,553.00	226,384	2,063,960.00	2-Axle Trucks	20,280	185,400.00	24,950	227,836.00
115,476	1,580,143.50	106,366	1,456,342.50	3-Axle Trucks	10,198	139,723.50	13,343	182,350.50
98,437	1,803,188.00	80,239	1,467,122.00	4-Axle Trucks	9,606	176,502.00	9,334	170,882.00
267,568	6,117,492.50	291,804	6,677,292.50	5-Axle Trucks	30,009	689,030.00	28,673	655,460.00
7,293	199,773.00	8,277	225,987.00	6-Axle Trucks	789	21,708.00	1,028	28,119.00
2,096	66,976.00	151	4,907.00	7-Axle Trucks	9	287.00	506	16,117.50
723,002	\$ 11,887,126.00	713,221	\$ 11,895,611.00	TOTAL TRUCKS	70,891	\$ 1,212,650.50	77,834	\$ 1,280,765.00
6,883,666	\$ 22,641,861.50	7,022,297	\$ 22,632,323.00	TOTAL TOLL VEHICLES	737,819	\$ 2,355,817.50	736,744	\$ 2,436,102.25
22,569	\$ 74,235.61	23,100	\$ 74,448.43	DAILY AVERAGE	23,801	\$ 75,994.11	23,766	\$ 78,583.94
Rate Change				Rate Change				
Traffic (toll)		2.01%		Traffic (toll)		0.15%		
Autos		2.41%		Autos		1.22%		
Trucks		-1.35%		Trucks		-8.92%		
Revenue		-0.04%		Revenue		-3.30%		
Autos		-0.17%		Autos		-1.05%		
Trucks		0.07%		Trucks		-5.32%		

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
 SCUDDER FALLS TOLL BRIDGE
 COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS		
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
6,361,985	\$ 10,344,431.30	6,445,452	\$ 10,512,060.75	Passenger	694,041	\$ 1,136,835.25	704,996	\$ 1,148,537.15
	(46,405.29)		(37,192.50)	Discounts *		(1,443.50)		(2,557.00)
6,361,985	\$ 10,298,026.01	6,445,452	\$ 10,474,868.25	TOTAL PASSENGER	694,041	1,135,391.75	704,996	\$ 1,145,980.15
172,766	1,570,294.30	179,064	1,627,723.95	2-Axle Trucks	15,863	144,525.00	19,294	175,484.00
31,348	426,468.00	31,836	433,287.00	3-Axle Trucks	3,565	48,591.00	3,271	44,583.00
23,161	423,252.00	25,887	473,422.00	4-Axle Trucks	2,778	50,862.00	2,637	48,168.00
115,415	2,631,180.00	122,496	2,790,505.00	5-Axle Trucks	12,935	295,307.50	12,671	288,620.00
1,975	53,904.00	2,035	55,476.00	6-Axle Trucks	231	6,291.00	197	5,460.00
204	7,028.50	175	6,001.50	7-Axle Trucks	18	612.00	20	695.00
344,869	\$ 5,112,126.80	361,493	\$ 5,386,415.45	TOTAL TRUCKS	35,390	\$ 546,188.50	38,090	\$ 563,010.00
6,706,854	\$ 15,410,152.81	6,806,945	\$ 15,861,283.70	TOTAL TOLL VEHICLES	729,431	\$ 1,681,580.25	743,086	\$ 1,708,990.15
21,990	\$ 50,525.09	22,391	\$ 52,175.28	DAILY AVERAGE	23,530	\$ 54,244.52	23,971	\$ 55,128.71
Rate Change				Rate Change				
Traffic (toll)		1.49%		Traffic (toll)		-1.84%		
Autos		1.31%		Autos		-1.55%		
Trucks		4.82%		Trucks		-7.09%		
Revenue				Revenue				
Autos		2.93%		Autos		-1.60%		
Trucks		1.72%		Trucks		-0.92%		
		5.37%		Trucks		-2.99%		

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
 NEW HOPE - LAMBERTVILLE TOLL BRIDGE
 COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS		
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
1,288,914	\$ 2,097,052.50 (26,967.08)	1,281,741	\$ 2,076,302.50 (62,653.50)	Passenger Discounts *	137,953	\$ 223,718.50 (7,180.50)	149,713	\$ 242,827.00 (2,285.00)
1,288,914	\$ 2,070,085.42	1,281,741	\$ 2,013,649.00	TOTAL PASSENGER	137,953	\$ 216,538.00	149,713	\$ 240,542.00
56,236	511,593.00	62,994	547,665.00	2-Axle Trucks	5,648	51,324.00	7,266	66,261.00
11,853	161,467.50	13,483	183,627.00	3-Axle Trucks	1,592	21,648.00	1,421	19,342.50
8,717	159,776.00	9,295	170,248.00	4-Axle Trucks	1,006	18,360.00	981	17,962.00
38,824	882,472.50	36,959	841,672.50	5-Axle Trucks	3,796	86,545.00	3,922	89,102.50
3,110	84,471.00	3,259	88,617.00	6-Axle Trucks	407	11,067.00	324	8,778.00
33	1,064.00	28	910.00	7-Axle Trucks	6	189.00	1	31.50
118,773	\$ 1,800,844.00	126,018	\$ 1,832,739.50	TOTAL TRUCKS	12,455	\$ 189,133.00	13915	\$ 201,477.50
1,407,687	\$ 3,870,929.42	1,407,759	\$ 3,846,388.50	TOTAL TOLL VEHICLES	150,408	\$ 405,671.00	163,628	\$ 442,019.50
4,615	\$ 12,691.57	4,631	\$ 12,652.59	DAILY AVERAGE	4,852	\$ 13,086.16	5,278	\$ 14,258.69

Rate Change

Traffic (toll)	0.01%
Autos	-0.56%
Trucks	6.10%
Revenue	-0.63%
Autos	-2.73%
Trucks	1.77%

Rate Change

Traffic (toll)	-8.08%
Autos	-7.86%
Trucks	-10.49%
Revenue	-8.22%
Autos	-9.98%
Trucks	-6.13%

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
 178 TOLL BRIDGE
 COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS		
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
6,524,603	\$ 11,765,713.75 (25,096.40)	6,687,517	\$ 11,789,550.75 (34,228.00)	Passenger Discounts *	684,506	\$ 1,215,438.50 (3,198.00)	670,123	\$ 1,203,563.25 (779.50)
6,524,603	\$ 11,740,617.35	6,687,517	\$ 11,755,322.75	TOTAL PASSENGER	684,506	\$ 1,212,240.50	670,123	\$ 1,202,783.75
307,894	2,822,956.00	313,556	2,869,771.00	2-Axle Trucks	29,349	269,999.00	31,772	291,405.00
132,035	1,805,872.50	136,608	1,867,422.00	3-Axle Trucks	14,766	202,573.50	14,758	201,850.50
187,480	3,423,078.00	170,251	3,106,446.00	4-Axle Trucks	19,202	352,570.00	22,572	413,158.00
2,142,134	48,751,765.00	2,167,766	49,343,387.50	5-Axle Trucks	221,414	5,052,985.00	227,527	5,178,035.00
50,420	1,367,475.00	48,253	1,309,860.00	6-Axle Trucks	4,859	132,717.00	5,612	152,340.00
1,420	47,868.00	1,649	56,028.50	7-Axle Trucks	113	3,913.00	254	8,463.50
2,821,383	\$ 58,219,014.50	2,838,083	\$ 58,552,915.00	TOTAL TRUCKS	289,703	\$ 6,014,757.50	302,495	\$ 6,245,252.00
9,345,986	\$ 69,959,631.85	9,525,600	\$ 70,308,237.75	TOTAL TOLL VEHICLES	974,209	\$ 7,226,998.00	972,618	\$ 7,448,035.75
30,643	\$ 229,375.84	31,334	\$ 231,277.10	DAILY AVERAGE	31,426	\$ 233,128.97	31,375	\$ 240,259.22
Rate Change				Rate Change				
Traffic (toll)		1.92%		Traffic (toll)		0.16%		
Autos		2.50%		Autos		2.15%		
Trucks		0.59%		Trucks		-4.23%		
Revenue		0.50%		Revenue		-2.97%		
Autos		0.13%		Autos		0.79%		
Trucks		0.57%		Trucks		-3.69%		

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
 EASTON - PHILLIPSBURG TOLL BRIDGE
 COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		VEHICLE CLASS	MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
4,109,459	\$ 7,061,512.25 (35,920.26)	4,159,763	\$ 7,029,645.00 (67,750.00)	Passenger Discounts *	441,460	\$ 750,946.00 (4,011.00)	439,773	\$ 757,362.00 (2,405.50)
4,109,459	\$ 7,025,591.99	4,159,763	\$ 6,961,895.00	TOTAL PASSENGER	441,460	\$ 746,935.00	439,773	\$ 754,956.50
119,608	1,094,680.00	130,850	1,192,817.00	2-Axle Trucks	11,464	104,903.00	13,066	119,591.00
32,599	448,305.00	34,760	477,145.50	3-Axle Trucks	3,735	51,396.00	3,951	54,453.00
29,532	539,436.00	25,712	468,764.00	4-Axle Trucks	2,699	49,354.00	3,096	56,516.00
147,462	3,366,342.50	159,061	3,627,630.00	5-Axle Trucks	14,928	341,067.50	16,233	370,490.00
1,587	43,332.00	2,165	59,217.00	6-Axle Trucks	133	3,642.00	204	5,610.00
36	1,162.00	47	1,508.50	7-Axle Trucks	7	220.50	8	259.00
330,824	\$ 5,493,257.50	352,595	\$ 5,827,082.00	TOTAL TRUCKS	32,966	\$ 550,583.00	36,558	\$ 606,919.00
4,440,283	\$ 12,518,849.49	4,512,358	\$ 12,788,977.00	TOTAL TOLL VEHICLES	474,426	\$ 1,297,518.00	476,331	\$ 1,361,875.50
14,558	\$ 41,045.41	14,843	\$ 42,069.00	DAILY AVERAGE	15,304	\$ 41,855.42	15,366	\$ 43,931.47
Rate Change					Rate Change			
Traffic (toll)		1.62%			Traffic (toll)		-0.40%	
Autos		1.22%			Autos		0.38%	
Trucks		6.58%			Trucks		-9.83%	
Revenue		2.16%			Revenue		-4.73%	
Autos		-0.91%			Autos		-1.06%	
Trucks		6.08%			Trucks		-9.28%	

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

PORTLAND - COLUMBIA TOLL BRIDGE

COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		VEHICLE CLASS	MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS	
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE		NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
998,020	\$ 1,727,439.75	866,368	\$ 1,478,090.00	Passenger	93,289	\$ 160,302.00	111,430	\$ 190,214.00
	(39,482.36)		(42,108.00)	Discounts *		(1,026.50)		(4,309.50)
998,020	\$ 1,687,957.39	866,368	\$ 1,435,982.00	TOTAL PASSENGER	93,289	\$ 159,275.50	111,430	\$ 185,904.50
31,207	284,270.00	27,501	249,942.00	2-Axle Trucks	2,179	19,909.00	3,746	34,015.00
11,863	162,475.50	12,145	165,987.00	3-Axle Trucks	1,542	21,034.50	1,285	17,533.50
39,990	731,332.00	40,610	745,410.00	4-Axle Trucks	5,096	93,184.00	4,309	78,688.00
41,207	937,337.50	40,919	929,825.00	5-Axle Trucks	4,770	108,430.00	4,772	108,625.00
336	9,210.00	494	13,455.00	6-Axle Trucks	43	1,176.00	56	1,524.00
10	322.00	11	346.50	7-Axle Trucks			3	98.00
124,613	\$ 2,124,947.00	121,680	\$ 2,104,965.50	TOTAL TRUCKS	13,630	\$ 243,733.50	14,171	\$ 240,483.50
1,122,633	\$ 3,812,904.39	988,048	\$ 3,540,947.50	TOTAL TOLL VEHICLES	106,919	\$ 403,009.00	125,601	\$ 426,388.00
3,681	\$ 12,501.33	3,250	\$ 11,647.85	DAILY AVERAGE	3,449	\$ 13,000.29	4,052	\$ 13,754.45
Rate Change					Rate Change			
Traffic (toll)		-11.99%			Traffic (toll)		-14.87%	
Autos		-13.19%			Autos		-16.28%	
Trucks		-2.35%			Trucks		-3.82%	
Revenue		-7.13%			Revenue		-5.48%	
Autos		-14.93%			Autos		-14.32%	
Trucks		-0.94%			Trucks		1.35%	

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
DELAWARE WATER GAP TOLL BRIDGE
COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS		
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
6,762,532	\$ 12,289,573.00	6,114,222	\$ 10,883,671.75	Passenger	651,231	\$ 1,170,257.25	694,224	\$ 1,255,799.75
	(41,926.25)		(46,480.00)	Discounts *		(1,682.00)	-	(2,574.00)
6,762,532	\$ 12,247,646.75	6,114,222	\$ 10,837,191.75	TOTAL PASSENGER	651,231	\$ 1,168,575.25	694,224	\$ 1,253,225.75
240,087	2,202,023.00	230,933	2,112,795.00	2-Axle Trucks	24,129	221,508.00	25,130	230,109.00
73,593	1,006,759.50	68,776	940,185.00	3-Axle Trucks	7,657	104,781.00	8,121	111,108.00
61,560	1,126,634.00	57,219	1,047,138.00	4-Axle Trucks	5,938	108,872.00	6,612	121,224.00
1,016,345	23,161,335.00	958,342	21,854,357.50	5-Axle Trucks	107,352	2,451,767.50	109,099	2,486,567.50
25,127	681,558.00	26,139	709,623.00	6-Axle Trucks	3,310	90,033.00	2,515	68,292.00
863	30,834.50	809	28,311.50	7-Axle Trucks	91	3,115.00	79	2,873.50
1,417,575	\$ 28,209,144.00	1,342,218	\$ 26,692,410.00	TOTAL TRUCKS	148,477	\$ 2,980,076.50	151,556	\$ 3,020,174.00
8,180,107	\$ 40,456,790.75	7,456,440	\$ 37,529,601.75	TOTAL TOLL VEHICLES	799,708	\$ 4,148,651.75	845,780	\$ 4,273,399.75
26,820	\$ 132,645.22	24,528	\$ 123,452.64	DAILY AVERAGE	25,797	\$ 133,827.48	27,283	\$ 137,851.60
Rate Change				Rate Change				
Traffic (toll)		-8.85%		Traffic (toll)		-5.45%		
Autos		-9.59%		Autos		-6.19%		
Trucks		-5.32%		Trucks		-2.03%		
Revenue				Revenue				
Autos		-7.24%		Autos		-2.92%		
Trucks		-11.52%		Trucks		-6.75%		
		-5.38%		Trucks		-1.33%		

Note: Multiple sinkholes along Interstate 80 near Wharton, NJ, about 35 miles east of the Delaware Water Gap Toll Bridge, forced a full shutdown of the highway in both directions starting March 19, 2025. Repairs were fully completed and all westbound lanes reopened on June 14, 2025.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
MILFORD - MONTAGUE TOLL BRIDGE
COMPARATIVE STATEMENT OF TOLL TRAFFIC AND REVENUE

OCTOBER 2025

JANUARY 1, 2024 OCTOBER 31, 2024 305 DAYS		JANUARY 1, 2025 OCTOBER 31, 2025 304 DAYS		MONTH OF OCTOBER 2025 31 DAYS		MONTH OF OCTOBER 2024 31 DAYS		
NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE	VEHICLE CLASS	NUMBER OF VEHICLES	TOTAL REVENUE	NUMBER OF VEHICLES	TOTAL REVENUE
996,287	\$ 1,739,382.50 (37,986.36)	943,432	\$ 1,620,221.00 (56,894.50)	Passenger Discounts *	95,054	\$ 164,178.50 (2,422.00)	100,769	\$ 172,191.75 (4,546.50)
996,287	\$ 1,701,396.14	943,432	\$ 1,563,326.50	TOTAL PASSENGER	95,054	\$ 161,756.50	100,769	\$ 167,645.25
27,623	252,577.00	26,465	241,691.00	2-Axle Trucks	2,138	19,659.00	3,090	28,228.00
3,445	47,533.50	3,407	46,935.00	3-Axle Trucks	254	3,495.00	286	3,972.00
2,136	39,472.00	2,546	47,094.00	4-Axle Trucks	280	5,198.00	226	4,132.00
6,443	147,070.00	6,970	159,022.50	5-Axle Trucks	707	16,170.00	676	15,407.50
323	8,778.00	262	7,128.00	6-Axle Trucks	11	303.00	30	816.00
8	269.50	32	1,011.50	7-Axle Trucks			1	35.00
39,978	\$ 495,700.00	39,682	\$ 502,882.00	TOTAL TRUCKS	3,390	\$ 44,825.00	4,309	\$ 52,590.50
1,036,265	\$ 2,197,096.14	983,114	\$ 2,066,208.50	TOTAL TOLL VEHICLES	98,444	\$ 206,581.50	105,078	\$ 220,235.75
3,398	\$ 7,203.59	3,234	\$ 6,796.74	DAILY AVERAGE	3,176	\$ 6,663.92	3,390	\$ 7,104.38
Rate Change				Rate Change				
Traffic (toll)		-5.13%		Traffic (toll)		-6.31%		
Autos		-5.31%		Autos		-5.67%		
Trucks		-0.74%		Trucks		-21.33%		
Revenue		-5.96%		Revenue		-6.20%		
Autos		-8.12%		Autos		-3.51%		
Trucks		1.45%		Trucks		-14.77%		

Dingmans Ferry Bridge was closed for annual maintenance from 9/8/25 to 9/19/25, a total of 12 days. During the closure, traffic was diverted to the Milford-Montague Toll Bridge. The same 12-day closure occurred last year, from 9/9/24 to 9/20/24, for annual maintenance.



Delaware River Joint Toll Bridge Commission Toll Supported Bridge - Westbound Traffic Counts October 2025

Bridge	Westbound Volume					
	October 2025	October 2024	% Change	YTD 2025	YTD 2024	% Change
Lower Trenton	460,835	464,152	-0.7%	4,487,565	4,649,776	-3.5%
Calhoun Street ¹	330,392	339,200	-2.6%	3,234,282	3,111,536	3.9%
Washington Crossing	143,320	140,760	1.8%	1,343,657	1,310,266	2.5%
New Hope-Lambertville ²	160,719	111,563	44.1%	1,391,365	1,806,202	-23.0%
Centre Bridge- Stockton	103,784	91,821	13.0%	942,779	781,526	20.6%
Uhlerstown-Frenchtown ³	-	103,618	-100.0%	101,445	848,048	-88.0%
Upper Black Eddy-Milford ^{3,4}	88,768	64,633	37.3%	773,675	512,171	51.1%
Riegelsville	57,914	53,377	8.5%	523,191	497,751	5.1%
Northampton Street	385,995	391,364	-1.4%	3,832,528	3,782,592	1.3%
Riverton-Belvidere	83,983	79,886	5.1%	767,833	649,576	18.2%
Total	1,815,710	1,840,374	-1.3%	17,398,320	17,949,444	-3.1%

NOTES:

1. In 2024, traffic counter was recalibrated several times to get more accurate counts. Construction by NJDOT on US Route 29 in New Jersey had lane closures into December 2024, which may have affected counts. Traffic counts will continue to be monitored monthly.

2. In October 2024, eastbound traffic was still detoured over the US Route 202 NH-L TB, under Contract No. TS-694A NH-L TSB Rehabilitation. In October 2024, the traffic counter was reconfigured to count WB traffic only, under Contract No. TS-694A NH-L TSB Rehabilitation. On February 14, 2025, the eastbound traffic detour was removed and the bridge was reopened to two-way traffic. On Monday, March 3, 2025, the traffic counter was reconfigured for two-way traffic. Periodic work under Contract No. TS-694A NH-L TSB Rehabilitation continued into October 2025. Construction under Contract No. T-754A New Hope-Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement began on June 18, 2025. Traffic is limited to one lane in each direction over the US Route 202 NH-L TB. Effects of this work can be seen in traffic increases in both directions over the NH-L TSB.

3. On February 20, 2025, westbound (PA bound) traffic detoured under Contract No. TS-642A U-F TSB Rehabilitation. Traffic counter was reconfigured to one-way eastbound (NJ bound) counts on Monday, March 3, 2025. On October 18, 2025, two-way traffic resumed across the bridge, but only on weekends. On October 29, 2025, the bridge was reopened to two-way traffic, with periodic short-term closures on weekdays only; which will continue until project completion. Traffic counter is expected to be back online in December 2025 due to a delay with the new pole installation as part of Contract No. TS-642A U-F TSB Rehabilitation.

4. Total traffic volume appears to be correct. However, based on the geometry on the bridge, the location of the traffic sensor, and the driving habits of motorists, we will continue to monitor the Eastbound/Westbound directional percentage split.

**Due to the narrowness of many of the toll-supported bridges, some vehicles drive over the centerline when there is no oncoming traffic, causing directional misclassification.*



Delaware River Joint Toll Bridge Commission Toll-Supported Bridge Traffic Counts October 2025

Bridge	Eastbound				Westbound				Total Volume	
	October 2025		October 2024		October 2025		October 2024		October 2025	October 2024
	Volume	% of Total	Volume	% of Total	Volume	% of Total	Volume	% of Total		
Lower Trenton	91,137	16.5%	96,184	17.2%	460,835	83.5%	464,152	82.8%	551,972	560,336
Calhoun Street ¹	232,592	41.3%	221,639	39.5%	330,392	58.7%	339,200	60.5%	562,984	560,839
Washington Crossing	68,750	32.4%	78,201	35.7%	143,320	67.6%	140,760	64.3%	212,070	218,961
New Hope-Lambertville ²	142,470	47.0%	-	0.0%	160,719	53.0%	111,563	100.0%	303,189	111,563
Centre Bridge- Stockton	68,772	39.9%	73,959	44.6%	103,784	60.1%	91,821	55.4%	172,556	165,780
Uhlerstown-Frenchtown ³	57,745	100.0%	96,590	48.2%	-	0.0%	103,618	51.8%	57,745	200,208
Upper Black Eddy-Milford ^{3,4}	64,153	42.0%	82,497	56.1%	88,768	58.0%	64,633	43.9%	152,921	147,130
Riegelsville	43,128	42.7%	42,406	44.3%	57,914	57.3%	53,377	55.7%	101,042	95,783
Northampton Street	170,581	30.6%	169,306	30.2%	385,995	69.4%	391,364	69.8%	556,576	560,670
Riverton-Belvidere	57,081	40.5%	57,669	41.9%	83,983	59.5%	79,886	58.1%	141,064	137,555
Total	996,409	35.4%	918,451	33.3%	1,815,710	64.6%	1,840,374	66.7%	2,812,119	2,758,825

NOTES:

1. In 2024, traffic counter was recalibrated several times to get more accurate counts. Construction by NJDOT on US Route 29 in New Jersey had lane closures into December 2024, which may have affected counts. Traffic counts will continue to be monitored monthly.

2. In October 2024, eastbound traffic was still detoured over the US Route 202 NH-L TB, under Contract No. TS-694A NH-L TSB Rehabilitation. In October 2024, the traffic counter was reconfigured to count WB traffic only, under Contract No. TS-694A NH-L TSB Rehabilitation. On February 14, 2025, the eastbound traffic detour was removed and the bridge was reopened to two-way traffic. On Monday, March 3, 2025, the traffic counter was reconfigured for two-way traffic. Periodic work under Contract No. TS-694A NH-L TSB Rehabilitation continued into October 2025. Construction under Contract No. T-754A New Hope-Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement began on June 18, 2025. Traffic is limited to one lane in each direction over the US Route 202 NH-L TB. Effects of this work can be seen in traffic increases in both directions over the NH-L TSB.

3. On February 20, 2025, westbound (PA bound) traffic detoured under Contract No. TS-642A U-F TSB Rehabilitation. Traffic counter was reconfigured to one-way eastbound (NJ bound) counts on Monday, March 3, 2025. On October 18, 2025, two-way traffic resumed across the bridge, but only on weekends. On October 29, 2025, the bridge was reopened to two-way traffic, with periodic short-term closures on weekdays only; which will continue until project completion. Traffic counter is expected to be back online in December 2025 due to a delay with the new pole installation under Contract No. TS-642A U-F TSB Rehabilitation.

4. Total traffic volume appears to be correct. However, based on the geometry on the bridge, the location of the traffic sensor, and the driving habits of motorists, we will continue to monitor the Eastbound/Westbound directional percentage split.

**Due to the narrowness of many of the toll-supported bridges, some vehicles drive over the centerline when there is no oncoming traffic, causing directional misclassification.*



Delaware River Joint Toll Bridge Commission Toll Supported Bridge - Two Way Traffic Counts October 2025

Bridge	Total Volume					
	October 2025	October 2024	% Change	YTD 2025	YTD 2024	% Change
Lower Trenton	551,972	560,336	-1.5%	5,355,125	5,540,387	-3.3%
Calhoun Street ¹	562,984	560,839	0.4%	5,463,188	5,133,307	6.4%
Washington Crossing	212,070	218,961	-3.1%	1,983,349	2,040,668	-2.8%
New Hope-Lambertville ²	303,189	111,563	171.8%	2,533,028	1,927,215	31.4%
Centre Bridge- Stockton	172,556	165,780	4.1%	1,571,117	1,400,967	12.1%
Uhrerstown-Frenchtown ³	57,745	200,208	-71.2%	612,524	1,424,434	-57.0%
Upper Black Eddy-Milford ^{3,4}	152,921	147,130	3.9%	1,446,081	1,159,203	24.7%
Riegelsville	101,042	95,783	5.5%	922,547	894,522	3.1%
Northampton Street	556,576	560,670	-0.7%	5,486,086	5,430,881	1.0%
Riverton-Belvidere	141,064	137,555	2.6%	1,299,110	1,253,690	3.6%
Total	2,812,119	2,758,825	1.9%	26,672,155	26,205,274	1.8%

NOTES:

1. In 2024, traffic counter was recalibrated several times to get more accurate counts. Construction by NJDOT on US Route 29 in New Jersey had lane closures into December 2024, which may have affected counts. Traffic counts will continue to be monitored monthly.

2. In October 2024, eastbound traffic was still detoured over the US Route 202 NH-L TB, under Contract No. TS-694A NH-L TSB Rehabilitation. In October 2024, the traffic counter was reconfigured to count WB traffic only, under Contract No. TS-694A NH-L TSB Rehabilitation. On February 14, 2025, the eastbound traffic detour was removed and the bridge was reopened to two-way traffic. On Monday, March 3, 2025, the traffic counter was reconfigured for two-way traffic. Periodic work under Contract No. TS-694A NH-L TSB Rehabilitation continued into October 2025. Construction under Contract No. T-754A New Hope-Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement began on June 18, 2025. Traffic is limited to one lane in each direction over the US Route 202 NH-L TB. Effects of this work can be seen in traffic increases in both directions over the NH-L TSB.

3. On February 20, 2025, westbound (PA bound) traffic detoured under Contract No. TS-642A U-F TSB Rehabilitation. Traffic counter was reconfigured to one-way eastbound (NJ bound) counts on Monday, March 3, 2025. On October 18, 2025, two-way traffic resumed across the bridge, but only on weekends. On October 29, 2025, the bridge was reopened to two-way traffic, with periodic short-term closures on weekdays only; which will continue until project completion. Traffic counter is expected to be back online in December 2025 due to a delay with the new pole installation as part of Contract No. TS-642A U-F TSB Rehabilitation.

4. Total traffic volume appears to be correct. However, based on the geometry on the bridge, the location of the traffic sensor, and the driving habits of motorists, we will continue to monitor the Eastbound/Westbound directional percentage split.

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Delaware River Joint Toll Bridge Commission Toll Bridge - Two Way Traffic Counts October 2025

Bridge	Total Volume (all classes)					
	October 2025	October 2024	% Change	YTD 2025	YTD 2024	% Change
Trenton-Morrisville	1,675,895	1,669,602	0.4%	16,112,236	16,261,577	-0.9%
Scudder Falls	1,536,644	1,546,443	-0.6%	14,289,448	14,005,172	2.0%
New Hope-Lambertville ^{1, 1A}	295,322	473,431	-37.6%	3,204,830	4,186,996	-23.5%
Interstate 78 ²	2,044,353	2,057,203	-0.6%	20,185,863	19,787,261	2.0%
Easton - Phillipsburg	1,104,926	1,105,107	0.0%	10,503,453	10,417,435	0.8%
Portland-Columbia ^{3,4,5}	226,556	261,876	-13.5%	2,067,455	2,375,984	-13.0%
Delaware Water Gap ^{3,4}	1,621,858	1,694,913	-4.3%	15,130,991	16,406,959	-7.8%
Milford - Montague	208,206	221,306	-5.9%	2,090,404	2,163,020	-3.4%
Total	8,713,760	9,029,881	-3.5%	83,584,680	85,604,404	-2.4%

NOTES:

1. On January 30, 2024, eastbound traffic detour set in in place due to construction under Contract No. TS-694A NH-L TSB Rehabilitation. On February 17, 2025, NH-L TSB eastbound traffic detour was removed and the bridge was reopened to two-way traffic. There were no recorded lane closures under Contract No. TS-694A NH-L TSB Rehabilitation during July 2025. Construction began for Contract T-754A New Hope-Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement on June 18, 2025.

1A. Traffic counter was removed on July 7, 2025 and will be relocated in the future under Contract No. T-754A, therefore the northbound traffic was estimated. October 2024 traffic volume was used by estimating the increased traffic from TS-694A NH-L TSB Rehabilitation project and subtracting the amount from the October 2024 NH-L TB NB traffic count. The normalized October 2024 volume was then adjusted by a growth factor for October 2025.

2. Construction for Contract T-766A I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Improvements began on April 15, 2024. Final completion was reached on July 16, 2025.

3. On December 6, 2022, a portion of Route 611 North of Portland was closed indefinitely after a rockfall occurred in Delaware Water Gap Borough. On November 9, 2024, this portion of Route 611 was re-opened to traffic in a long-term temporary configuration of one lane, alternating via traffic signals. It will remain in this configuration until a permanent solution is decided on in the future.

4. Between December 2024 and March 2025, multiple sink holes appeared along the Interstate 80 (I-80) corridor near Wharton, NJ, about 35 miles East of the DWG Toll Bridge. On March 19, 2025, Interstate 80 was shut down in both directions. On June 21, 2025 Interstate 80 was re-opened with all lanes in both directions. Effects of this were seen in monthly traffic counts at Delaware Water Gap and Portland – Columbia Toll Bridges.

5. Due to traffic counter malfunction, data extrapolated from October 11, 2025 - October 28, 2025. Traffic counts will continue to be monitored.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24th, 2025

STATISTICAL SUMMARY OF EXPENDITURES

There follow reports entitled "**Budget vs Actual**" covering the month of October 2025 relative to Toll Bridges, Toll Supported Bridges and Administration Departments.

Total operating expenses plus encumbrance totaled \$9,204,156 for the month of October. For the 2025 fiscal period, total expenses plus encumbrances amounted to \$75,270,024 which represents 84.38% of 2025 year-to-date operating budget.

There were three payrolls during the month of October, which resulted in higher-than-normal payroll related expenses. This additional payroll was accounted for in the Commission's year-to-date operating budget.

There were no unusual expenses during the month.

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

TOTAL COMMISSION

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
Regular Employee Salaries	\$27,551,941	23,243,452	\$3,054,678	\$22,556,710	\$0	\$4,995,232
Part-Time Employee Wages	579,342	499,455	19,200	221,575	0	357,767
Overtime Wages	2,912,290	2,427,970	249,488	1,614,755	0	1,297,535
Pension Contributions	10,188,616	8,626,115	934,157	7,132,322	0	3,056,294
FICA Contributions	2,458,505	2,081,469	255,660	1,932,764	0	525,741
Regular Employee Healthcare Benefits	14,780,447	12,319,836	1,239,664	10,090,324	0	4,690,123
Life Insurance Benefits	308,512	257,267	23,322	235,239	0	73,273
Unemployment Compensation Benefits	241,000	241,000	60,251	180,264	0	60,736
Utility Expense	1,108,239	957,302	76,201	755,567	55,792	296,880
Office Expense	393,286	336,956	20,841	188,191	11,223	193,871
Telecommunication Expense	1,688,309	1,447,296	109,907	1,186,895	17,866	483,548
Information Technology Expense	1,324,444	1,190,206	69,857	918,812	69,091	336,541
Professional Development/Meetings	823,469	721,600	125,877	367,610	94,475	361,383
Vehicle Maintenance Expense and Fuel	820,995	758,682	65,584	501,983	166,174	152,839
Operations Maintenance Expense	2,299,336	2,041,887	142,104	1,023,991	298,333	977,013
ESS Operating Maintenance Expense	1,499,400	1,249,410	68,702	676,327	129,036	694,038
Commission Expense	26,448	22,040	174	10,801	0	15,647
Toll Collection Expense	13,755	13,629	0	5,605	0	8,150
Uniform Expense	338,765	284,096	50,354	131,852	46,357	160,556
Business Insurance	6,390,459	5,137,924	491,782	4,641,227	0	1,749,232
Licenses & Inspections Expense	26,593	22,161	672	10,142	0	16,451
Advertising	50,958	43,216	244	6,596	3,649	40,714
Professional Services	4,242,512	3,574,485	119,599	1,160,971	2,500	3,079,041
State Police Bridge Security	8,058,398	6,715,385	634,777	6,233,738	0	1,824,660
ETC Equip/Traffic Counter Maint	1,500,000	1,252,349	93,239	1,018,295	2,502	479,203
General Contingency	500,000	500,000	0	0	0	500,000
ETC Operating Expense	15,879,666	13,233,160	1,486,081	11,570,471	0	4,309,195
Total	\$106,005,685	\$89,198,348	\$9,392,416	\$74,373,026	\$896,998	\$30,735,661

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

ADMINISTRATION*

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$6,736,631	5,696,308	\$754,560	\$5,617,189	\$0	\$1,119,442
Part-Time Employee Wages	472,000	393,336	19,200	164,900	0	307,100
Overtime Wages	10,101	8,418	1,843	9,572	0	529
Pension Contributions	2,158,834	1,826,719	212,051	1,595,845	0	562,990
FICA Contributions	521,633	441,385	53,050	423,088	0	98,545
Regular Employee Healthcare Benefits	2,854,332	2,379,125	227,239	1,825,925	0	1,028,406
Life Insurance Benefits	72,521	60,435	5,430	56,565	0	15,957
Unemployment Compensation Benefits	241,000	241,000	60,251	180,264	0	60,736
Utility Expense	148,700	128,443	14,447	104,770	0	43,930
Office Expense	270,825	235,006	14,550	142,834	8,091	119,901
Telecommunication Expense	149,919	123,665	9,804	98,976	0	50,943
Information Technology Expense	1,306,000	1,175,002	69,857	918,812	69,091	318,097
Professional Development/Meetings	686,207	608,927	121,895	342,288	92,775	251,144
Vehicle Maintenance Expense and Fuel	59,334	57,484	2,459	43,443	6,444	9,447
Operations Maintenance Expense	196,050	163,540	13,260	84,594	15,073	96,383
Commission Expense	26,448	22,040	174	10,801	0	15,647
Uniform Expense	10,747	8,956	666	3,388	5,435	1,925
Business Insurance	519,404	245,339	24,749	(20,653)	0	540,057
Licenses & Inspections Expense	500	417	0	104	0	396
Advertising	50,958	43,216	244	6,596	3,649	40,714
Professional Services	1,557,512	1,336,967	43,166	835,253	2,500	719,759
General Contingency	500,000	500,000	0	0	0	500,000
OPERATING EXPENSE SUBTOTAL	\$18,549,659	\$15,695,729	\$1,648,895	\$12,444,552	\$203,059	\$5,902,048
ADM OPS AIIOCATION						
TES Allocation			(252,101)	(1,382,600)		
ADM OPS AIIOCATION SUBTOTAL			(\$252,101)	(\$1,382,600)		
			\$0	\$0		
TOTAL EXPENSES			\$1,396,794	\$11,061,952		

* Includes Executive, Human Resources, Accounting, EZPass, Purchasing, Information Technology, Community Affairs, Contract/Compliance, and Training & Employee Safety.

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

ADMINISTRATION - OPERATIONS*

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$4,349,098	3,686,307	\$493,111	\$3,524,895	\$0	\$824,203
Overtime Wages	350,988	292,898	34,186	224,490	0	126,497
Pension Contributions	1,973,952	1,670,723	212,663	1,593,065	0	380,887
FICA Contributions	474,120	401,288	48,950	380,230	0	93,890
Regular Employee Healthcare Benefits	2,334,846	1,946,153	197,353	1,596,916	0	737,930
Life Insurance Benefits	61,040	50,883	4,460	45,609	0	15,431
Utility Expense	144,800	122,632	6,872	80,406	0	64,394
Office Expense	51,524	42,704	3,314	19,093	1,516	30,916
Telecommunication Expense	178,103	159,416	7,477	104,678	6,208	67,216
Professional Development/Meetings	110,451	91,781	3,772	24,621	1,700	84,131
Vehicle Maintenance Expense and Fuel	131,797	120,964	23,586	92,409	31,176	8,211
Operations Maintenance Expense	422,695	402,514	21,555	207,567	9,373	205,755
ESS Operating Maintenance Expense	1,499,400	1,249,410	68,702	676,327	129,036	694,038
Uniform Expense	62,630	52,455	10,395	19,724	8,673	34,232
Business Insurance	343,071	285,894	27,413	273,028	0	70,042
Licenses & Inspections Expense	3,015	2,512	0	1,151	0	1,864
Professional Services	2,685,000	2,237,518	76,434	325,718	0	2,359,282
OPERATING EXPENSE SUBTOTAL	\$15,176,529	\$12,816,052	\$1,240,242	\$9,189,927	\$187,682	\$5,798,920
ADM OPS AIIOCATION						
TES Allocation			43,866	240,576		
Toll Operation Allocation			(115,007)	(785,664)		
Bridge Maint Allocation			(350,762)	(2,746,630)		
PSBS Allocation			(550,992)	(4,405,984)		
ADM OPS AIIOCATION SUBTOTAL			(\$972,894)	(\$7,697,703)		
TOTAL EXPENSES			\$267,348	\$1,492,224		

* Includes Engineering, Maintenance/Toll Operation, Southern Region Maintenance Center, Public Safety and Bridge Security.

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

SOUTHERN REGION TOLL BRIDGE

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$3,425,617	2,884,030	\$407,041	\$2,937,410	\$0	\$488,207
Part-Time Employee Wages	30,000	30,000	0	20,946	0	9,054
Overtime Wages	604,912	504,006	58,476	320,467	0	284,445
Pension Contributions	1,283,898	1,087,552	127,720	920,479	0	363,419
FICA Contributions	310,672	263,159	35,369	249,019	0	61,653
Regular Employee Healthcare Benefits	1,881,896	1,568,607	159,792	1,317,605	0	564,291
Life Insurance Benefits	37,384	31,195	3,164	29,585	0	7,799
Utility Expense	283,105	242,490	24,735	207,837	5,957	69,311
Office Expense	25,305	21,088	1,065	14,781	567	9,957
Telecommunication Expense	221,119	195,035	10,380	134,758	0	86,362
Information Technology Expense	8,679	7,232	0	0	0	8,679
Professional Development/Meetings	6,993	5,827	0	100	0	6,892
Vehicle Maintenance Expense and Fuel	241,288	220,006	13,506	109,024	47,104	85,159
Operations Maintenance Expense	397,743	337,462	46,761	185,809	43,064	168,869
Toll Collection Expense	4,279	4,249	0	1,662	0	2,617
Uniform Expense	91,355	77,596	11,381	39,213	19,705	32,436
Business Insurance	2,213,818	1,844,863	175,115	1,747,223	0	466,595
Licenses & Inspections Expense	5,015	4,179	211	2,122	0	2,893
State Police Bridge Security	2,485,813	2,071,527	195,829	1,923,108	0	562,705
ETC Equipment/Traffic Counter Maint	523,333	436,504	32,832	363,708	417	159,209
ETC Operating Expense	6,314,931	5,262,484	590,541	4,601,005	0	1,713,926
OPERATING EXPENSE SUBTOTAL	\$20,397,154	\$17,099,093	\$1,893,918	\$15,125,862	\$116,815	\$5,154,477
ADM OPS AIIOCATION						
TES Allocation			59,059	323,897		
Toll Operation Allocation			42,725	291,874		
Bridge Maint Allocation			191,831	1,479,763		
PSBS Allocation			160,476	1,280,145		
ADM OPS AIIOCATION SUBTOTAL			\$454,091	\$3,375,680		
TOTAL EXPENSES			\$2,348,009	\$18,501,541		

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

CENTRAL REGION TOLL BRIDGE

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$3,374,610	2,833,960	\$376,079	\$2,726,385	\$0	\$648,225
Part-Time Employee Wages	30,000	30,000	0	20,553	0	9,447
Overtime Wages	331,767	276,850	32,856	218,342	0	113,425
Pension Contributions	1,179,763	999,536	109,114	842,368	0	337,395
FICA Contributions	285,660	242,019	31,354	225,629	0	60,032
Regular Employee Healthcare Benefits	1,821,254	1,518,057	153,733	1,272,335	0	548,918
Life Insurance Benefits	35,356	29,507	2,641	27,046	0	8,310
Utility Expense	260,746	227,791	12,615	187,814	40,220	32,712
Office Expense	12,178	10,279	916	5,842	539	5,797
Telecommunication Expense	478,370	407,279	34,744	360,087	11,658	106,626
Information Technology Expense	4,503	3,753	0	0	0	4,503
Professional Development/Meetings	7,298	4,881	210	602	0	6,696
Vehicle Maintenance Expense and Fuel	194,351	182,339	19,059	144,455	35,934	13,962
Operations Maintenance Expense	591,677	532,751	42,330	274,753	123,121	193,803
Toll Collection Expense	6,981	6,934	0	2,937	0	4,043
Uniform Expense	57,627	48,023	3,637	15,958	8,693	32,976
Business Insurance	1,254,985	1,045,829	100,385	1,001,847	0	253,138
Licenses & Inspections Expense	4,247	3,539	185	2,240	0	2,007
State Police Bridge Security	2,185,638	1,821,380	172,152	1,690,590	0	495,048
ETC Equipment/Traffic Counter Maint	442,222	368,781	27,798	298,105	278	143,840
ETC Operating Expense	5,322,980	4,435,852	493,056	3,881,880	0	1,441,099
OPERATING EXPENSE SUBTOTAL	\$17,882,211	\$15,029,341	\$1,612,864	\$13,199,768	\$220,442	\$4,462,001
ADM OPS AIIOCATION						
TES Allocation			51,570	282,824		
Toll Operation Allocation			37,308	254,869		
Bridge Maint Allocation			32,619	268,492		
PSBS Allocation			120,533	975,082		
ADM OPS AIIOCATION SUBTOTAL			\$242,029	\$1,781,267		
TOTAL EXPENSES			\$1,854,893	\$14,981,035		

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

NORTHERN REGION TOLL BRIDGE

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$3,720,105	3,138,878	\$416,231	\$3,026,441	\$0	\$693,664
Part-Time Employee Wages	40,000	40,000	0	15,176	0	24,824
Overtime Wages	462,515	385,772	31,944	233,872	0	228,644
Pension Contributions	1,331,516	1,128,526	118,456	935,116	0	396,400
FICA Contributions	322,875	273,648	34,132	249,296	0	73,579
Regular Employee Healthcare Benefits	2,079,641	1,733,431	176,675	1,452,396	0	627,245
Life Insurance Benefits	39,425	32,919	2,888	29,151	0	10,274
Utility Expense	173,769	154,040	11,773	117,032	9,615	47,122
Office Expense	11,718	9,765	996	5,642	511	5,566
Telecommunication Expense	386,067	331,036	27,117	281,899	0	104,168
Information Technology Expense	5,262	4,219	0	0	0	5,262
Professional Development/Meetings	7,247	5,790	0	0	0	7,247
Vehicle Maintenance Expense and Fuel	187,571	173,541	6,974	113,734	45,516	28,322
Operations Maintenance Expense	532,084	469,111	15,408	219,767	100,083	212,235
Toll Collection Expense	2,495	2,446	0	1,006	0	1,489
Uniform Expense	66,828	55,817	7,773	25,671	1,251	39,907
Business Insurance	1,158,115	965,104	92,586	924,494	0	233,621
Licenses & Inspections Expense	4,420	3,684	276	3,152	0	1,268
State Police Bridge Security	1,497,868	1,248,234	118,005	1,158,852	0	339,016
ETC Equipment/Traffic Counter Maint	523,333	436,504	32,608	352,313	417	170,604
ETC Operating Expense	4,241,755	3,534,824	402,484	3,087,585	0	1,154,170
OPERATING EXPENSE SUBTOTAL	\$16,794,611	\$14,127,288	\$1,496,326	\$12,232,593	\$157,391	\$4,404,627
ADM OPS AIIOCATION						
TES Allocation			48,299	264,885		
Toll Operation Allocation			34,974	238,920		
Bridge Maint Allocation			30,653	252,316		
PSBS Allocation			113,027	914,361		
ADM OPS AIIOCATION SUBTOTAL			\$226,952	\$1,670,482		
TOTAL EXPENSES			\$1,723,279	\$13,903,075		

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

SOUTHERN DIVISION TOLL SUPPORTED BRIDGES

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$2,765,453	2,327,126	\$261,262	\$2,132,227	\$0	\$633,226
Part-Time Employee Wages	3,671	3,059	0	0	0	3,671
Overtime Wages	552,172	460,147	48,343	302,399	0	249,773
Pension Contributions	1,056,664	894,107	65,725	548,422	0	508,242
FICA Contributions	254,079	214,992	23,570	185,216	0	68,863
Regular Employee Healthcare Benefits	1,875,532	1,563,303	161,510	1,302,981	0	572,551
Life Insurance Benefits	29,178	24,315	2,050	21,600	0	7,578
Utility Expense	56,857	47,679	3,388	32,369	0	24,488
Office Expense	11,500	9,584	0	0	0	11,500
Telecommunication Expense	72,949	60,891	5,286	53,071	0	19,878
Professional Development/Meetings	3,025	2,521	0	0	0	3,025
Vehicle Maintenance Expense and Fuel	2,229	1,120	0	(1,083)	0	3,312
Operations Maintenance Expense	93,298	79,259	1,206	27,710	2,599	62,989
Uniform Expense	24,672	20,494	8,847	15,204	1,663	7,806
Business Insurance	537,056	447,550	42,548	425,458	0	111,598
Licenses & Inspections Expense	5,370	4,475	0	549	0	4,821
State Police Bridge Security	1,149,840	958,208	90,519	888,931	0	260,909
ETC Equipment/Traffic Counter Maint	5,556	5,279	0	2,085	695	2,776
OPERATING EXPENSE SUBTOTAL	\$8,499,101	\$7,124,109	\$714,255	\$5,937,138	\$4,957	\$2,557,006
ADM OPS AIIOCATION						
TES Allocation			24,577	134,790		
Bridge Maint Allocation			79,910	616,427		
PSBS Allocation			78,010	614,512		
ADM OPS AIIOCATION SUBTOTAL			\$182,497	\$1,365,729		
TOTAL EXPENSES			\$896,751	\$7,302,867		

Delaware River Joint Toll Bridge Commission
Budget vs Actual
For the Ten Months Ending October 31, 2025

NORTHERN DIVISION TOLL SUPPORTED BRIDGES

	Annual Budget 2025	YTD Budget 2025	Expended For The Month	Expended Year To Date	Encumbered	Remaining Annual Budget
OPERATING EXPENSE						
Regular Employee Salaries	\$3,121,027	2,626,580	\$346,393	\$2,592,163	\$0	\$528,864
Part-Time Employee Wages	3,671	3,059	0	0	0	3,671
Overtime Wages	599,836	499,880	41,839	305,614	0	294,222
Pension Contributions	1,185,070	1,002,944	88,428	697,027	0	488,043
FICA Contributions	284,921	241,133	29,235	220,287	0	64,634
Regular Employee Healthcare Benefits	1,913,808	1,595,207	163,362	1,322,166	0	591,643
Life Insurance Benefits	32,990	27,499	2,690	25,684	0	7,306
Utility Expense	40,263	34,228	2,372	25,340	0	14,923
Office Expense	10,235	8,529	0	0	0	10,235
Telecommunication Expense	201,782	169,973	15,100	153,427	0	48,355
Professional Development/Meetings	2,247	1,873	0	0	0	2,247
Vehicle Maintenance Expense and Fuel	4,426	3,227	0	0	0	4,426
Operations Maintenance Expense	65,789	57,250	1,583	23,791	5,019	36,979
Uniform Expense	24,906	20,755	7,656	12,693	937	11,275
Business Insurance	364,010	303,344	28,985	289,829	0	74,181
Licenses & Inspections Expense	4,025	3,354	0	824	0	3,201
State Police Bridge Security	739,239	616,037	58,273	572,257	0	166,982
ETC Equipment/Traffic Counter Maint	5,556	5,279	0	2,085	695	2,776
OPERATING EXPENSE SUBTOTAL	\$8,603,801	\$7,220,153	\$785,916	\$6,243,188	\$6,651	\$2,353,962
ADM OPS AIIOCATION						
TES Allocation			24,730	135,628		
Bridge Maint Allocation			15,749	129,632		
PSBS Allocation			78,947	621,884		
ADM OPS AIIOCATION SUBTOTAL			\$119,426	\$887,144		
TOTAL EXPENSES			\$905,341	\$7,130,332		

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION SYSTEM
STATEMENT OF REVENUE AND EXPENSES FOR THE TEN MONTHS ENDED OCTOBER 31, 2025

	Southern Toll Bridges	Central Toll Bridges	Northern Toll Bridges	Toll Bridges Subtotal	Southern Region TSB	Northern Region TSB	TSB Subtotal	Administration Operation	Administration Administrative	ADM Subtotal	TOTAL 2025	TOTAL 2024
TOLL REVENUE												
Net Toll Revenue	40,687,386	79,567,799	41,055,956	161,311,140	-	-	-	-	-	-	161,311,140	165,399,146
EZPass Fee	624,972	1,265,149	678,685	2,568,806	-	-	-	-	-	-	2,568,806	2,575,477
Net Violation Fee Income	2,139,129	625,612	1,031,889	3,796,630	-	-	-	-	-	-	3,796,630	(2,298,117)
REVENUE FROM TOLL	\$ 43,451,487	\$ 81,458,560	\$ 42,766,529	\$ 167,676,576	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 167,676,576	\$ 165,676,506
OPERATING EXPENSE												
Regular Employee Salaries	2,937,410	2,726,385	3,026,441	8,690,235	2,132,227	2,592,163	4,724,390	3,524,895	5,617,189	9,142,084	22,556,710	21,383,945
Part-Time Employee Wages	20,946	20,553	15,176	56,675	-	-	-	-	164,900	164,900	221,575	792,245
Summer Employee Wages	-	-	-	-	-	-	-	-	-	-	-	-
Overtime Wages	320,467	218,342	233,872	772,680	302,399	305,614	608,013	224,490	9,572	234,062	1,614,755	148,415
Pension Contributions	920,479	842,368	935,116	2,697,964	548,422	697,027	1,245,449	1,593,065	1,595,845	3,188,910	7,132,322	6,842,361
FICA Contributions	249,019	225,629	249,296	723,944	185,216	220,287	405,503	380,230	423,088	803,317	1,932,764	1,785,796
Regular Employee Healthcare Benefits	1,317,605	1,272,335	1,452,396	4,042,336	1,302,981	1,322,166	2,625,147	1,596,916	1,825,925	3,422,841	10,090,324	9,192,624
Life Insurance Benefits	29,585	27,046	29,151	85,781	21,600	25,684	47,285	45,609	56,565	102,173	235,239	236,386
Unemployment Compensation Benefits	-	-	-	-	-	-	-	-	180,264	180,264	180,264	(14,777)
Utility Expense	207,837	187,814	117,032	512,683	32,369	25,340	57,709	80,406	104,770	185,175	755,567	621,283
Office Expense	14,781	5,842	5,642	26,265	-	-	-	19,093	142,834	161,927	188,191	241,246
Telecommunication Expense	134,758	360,087	281,899	776,743	53,071	153,427	206,498	104,678	98,976	203,654	1,186,895	1,116,845
Information Technology Expense	-	-	-	-	-	-	-	-	918,812	918,812	918,812	864,399
Professional Development/Meetings	100	602	-	702	-	-	-	24,621	342,288	366,908	367,610	179,502
Vehicle Maintenance Expense and Fuel	109,024	144,455	113,734	367,214	(1,083)	-	(1,083)	92,409	43,443	135,852	501,983	479,679
Operations Maintenance Expense	185,809	274,753	219,767	680,329	27,710	23,791	51,501	207,567	84,594	292,161	1,023,991	1,305,121
ESS Operating Maintenance Expense	-	-	-	-	-	-	-	676,327	-	676,327	676,327	750,518
Commission Expense	-	-	-	-	-	-	-	-	10,801	10,801	10,801	13,187
Toll Collection Expense	1,662	2,937	1,006	5,605	-	-	-	-	-	-	5,605	65,481
Uniform Expense	39,213	15,958	25,671	80,842	15,204	12,693	27,897	19,724	3,388	23,112	131,852	88,141
Business Insurance	1,747,223	1,001,847	924,494	3,673,565	425,458	289,829	715,287	273,028	(20,653)	252,376	4,641,227	4,627,109
Licenses & Inspections Expense	2,122	2,240	3,152	7,514	549	824	1,373	1,151	104	1,255	10,142	11,653
Advertising	-	-	-	-	-	-	-	-	6,596	6,596	6,596	27,556
Professional Services	-	-	-	-	-	-	-	325,718	835,253	1,160,971	1,160,971	939,114
State Police Bridge Security	1,923,108	1,690,590	1,158,852	4,772,550	888,931	572,257	1,461,188	-	-	-	6,233,738	6,030,611
ETC Equip/Traffic Counter Maint	363,708	298,105	352,313	1,014,125	2,085	2,085	4,170	-	-	-	1,018,295	1,015,331
General Contingency	-	-	-	-	-	-	-	-	-	-	-	174,115
ETC Operating Expense	4,601,005	3,881,880	3,087,585	11,570,471	-	-	-	-	-	-	11,570,471	8,728,384
TOTAL OP., MAINT., & ADM	\$ 15,125,862	\$ 13,199,768	\$ 12,232,593	\$ 40,558,222	\$ 5,937,138	\$ 6,243,188	\$ 12,180,326	\$ 9,189,927	\$ 12,444,552	\$ 21,634,478	\$ 74,373,026	\$ 67,646,269
ADM OPS ALLOCATION												
TES Allocation	323,897	282,824	264,885	871,606	134,790	135,628	270,418	240,576	(1,382,600)	(1,142,024)	-	-
Toll Ops Allocation	291,874	254,869	238,920	785,664	-	-	-	(785,664)	-	(785,664)	-	-
Bridge Maint Allocation	1,479,763	268,492	252,316	2,000,571	616,427	129,632	746,059	(2,746,630)	-	(2,746,630)	-	-
Maint/Toll Allocation	-	-	-	-	-	-	-	-	-	-	-	-
PSBS Allocation	1,280,145	975,082	914,361	3,169,588	614,512	621,884	1,236,397	(4,405,984)	-	(4,405,984)	-	-
TOTAL ADM OPS ALLOCATION	\$ 3,375,680	\$ 1,781,267	\$ 1,670,482	\$ 6,827,429	\$ 1,365,729	\$ 887,144	\$ 2,252,873	\$ (7,697,703)	\$ (1,382,600)	\$ (9,080,302)	\$ -	\$ -
OTHER OPERATING INC/EXP												
Other Operating Income	-	2,287	-	2,287	-	-	-	-	320,676	320,676	322,963	246,115
TOTAL OTHER OP INC	\$ -	\$ 2,287	\$ -	\$ 2,287	\$ -	\$ -	\$ -	\$ -	\$ 320,676	\$ 320,676	\$ 322,963	\$ 246,115
NET OPERATING INC	\$ 24,949,945	\$ 66,479,812	\$ 28,863,454	\$ 120,293,212	\$ (7,302,867)	\$ (7,130,332)	\$ (14,433,199)	\$ (1,492,224)	\$ (10,741,276)	\$ (12,233,499)	\$ 93,626,513	\$ 98,276,353
NON-OPERATING REV/EXP												
Interest Revenue & Unrealized Gain/Loss	-	-	-	-	-	-	-	-	-	-	12,164,442	12,812,171
Other Non-Operating Revenue	-	-	-	-	-	-	-	-	-	-	21,646	385,755
Interest Expense	-	-	-	-	-	-	-	-	-	-	(21,117,994)	(21,573,198)
Depreciation Expense	-	-	-	-	-	-	-	-	-	-	(18,132,558)	(18,629,640)
TOTAL NON-OPS REV/EXP	-	-	-	-	-	-	-	-	-	-	\$ (27,064,464)	\$ (27,004,912)
CHANGE IN NET ASSETS	-	-	-	-	-	-	-	-	-	-	\$ 66,562,049	\$ 71,271,441

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

ADMINISTRATION

The following Pages reflect the reports on those items assigned to the Administration Department. Each item is reported separately and page numbered accordingly.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting November 24, 2025

PURCHASING REPORT INDEX

MONTH OF OCTOBER 2025

SUBJECT	DESCRIPTION	PAGE NUMBER
Purchasing	Monthly Purchasing Report covering the month of October 2025	1-4

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

MONTHLY PURCHASING REPORT

Month of October 2025

This report itemizes all orders for purchases made for the month of October 2025, showing the divisions chargeable for the expense and the source of authority for issuance of the Purchase Order. This authority is broken into three categories:

- (1) By authority of the Commission
- (2) By authority of the Executive Director or his designate
- (3) By authority of the Director

The purchasing activities for the month of October 2025, culminated in the preparation and placement of 54 purchase orders in the total amount of \$196,926.27. There were no quotes for the month of October.

Significant procurements are shown below:

- Five (5) Purchase Order's were issued, in the total amount of \$57,900.00 for guiderail and attenuator repairs/replacements at I-78;
- One (1) Purchase Order was issued, in the total amount of \$14,029.00 for 2nd floor plaza access at NHL;
- One (1) Purchase Order was issued, in the total amount of \$9,460.00 for a pump and pressure sensor replacement at NHL;
- One (1) Purchase Order was issued, in the total amount of \$7,855.00 for an ESS camera replacement at I-78;
- One (1) Purchase Order was issued, in the total amount of \$7,753.36 for janitorial supplies and paper products at I-78.

In addition to the practices employed incidental to purchase of materials, etc., from vendors on a direct basis, the Commission also purchases via direct utilization of the purchasing processes of the State of New Jersey, the Commonwealth of Pennsylvania and other joint purchasing arrangements.

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
REPORT OF PURCHASING ACTIVITIES**

October 2025

PO Number	Vendor Name	General Description	Req Dept	Contract/Resolution/ Comment	** BY AUTHORITY OF **		Director
					Commission	Director of Purchasing	
20250625	STARR UNIFORM	CLOTHING: MAINTENANCE UNIFORM	I78	COSTARS 12		2,386.70	
20250626	STARR UNIFORM	CLOTHING: MAINTENANCE UNIFORM	EP	COSTARS 12		2,176.23	
20250627	BH TUBES	178- MACK TRANS TUBE KIT- PARTS QUOTE	I78			1,190.00	
20250628	TRANSEdge TRUCK CENTERS - STROUDSBURG (MACK)	DWG- TRANSEdge MACK REPAIR- INV	DWG			3,689.11	
20250629	E.M. KUTZ, INC. CAPITAL RESERVE	EP- (V&E# 2025-220-R-04-2025) SPREADER SPILLGUARD	EP	COSTARS 25	1,279.00		
20250630	EASTERN TIME, INC.	FIRE ALARM REPAIR @ 178 GARAGE	I78			887.56	
20250631	WEST AMWELL MASON SUPPLY	PROSLICER SIDEWALK ICEMELTER	PC			3,069.36	
20250632	SIGNS & SAFETY DEVICES, LLC	SRMC- TRAFFIC CONE ORDER- INVOICE	SRMC			3,775.00	
20250633	GRAINGER	Grainger Safety Shoe Program	TES			1,561.14	
20250634	HILLTOP SALES & SERVICE, INC.	TM- GATOR REPAIR- HILLTOP- OUTSIDE REPAIR-INVOICE	TM			1,726.34	
20250635	WASTE MANAGEMENT	WASTE MANAGEMENT SERVICES-LANDFILL SR	MULTI			1,060.19	
20250636	OFFICE BASICS	CANISTER SUGAR & CREAMER	ENG	COSTARS 05		227.28	
20250637	STARR UNIFORM	EMBROIDERED POLO SHIRTS	ENG	COSTARS 12		1,700.00	
20250638	ARAMSCO	SAFETY VESTS	MULTI	NJ T-0106		1,216.25	
20250639	STARR UNIFORM	POLO SHIRTS(NEW)	ENG	COSTARS 12		1,700.00	
20250640	SIGNAL SERVICE INC CAPITAL RESERVE	ESS CAMERA REPLACEMENT DWG RF01	ESS	COSTARS 18	7,855.00		
20250641	ACS SERVICES LLC	OIL TANK SUMP PUMP-NHL-ACS	NHL			540.00	
20250642	COMTEC	TROUBLESHOOT SMOKE IN 1ST FL STORAGE ROOM-SRMC	SRMC			511.00	
20250643	JTECHUSA	MM- J-TECH-REPAIR TO F250 PATROL- OUTSIDE AUTO EXP	MM			944.48	

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
REPORT OF PURCHASING ACTIVITIES**

October 2025

PO Number	Vendor Name	General Description	Req Dept	Contract/Resolution/ Comment	** BY AUTHORITY OF **		
					Commission	Director of Purchasing	Director
20250644	EMR POWER SYSTEMS LLC	GENERATOR SERVICE-EMR-SRMC	SRMC			1,476.76	
20250645	HIGHWAY EQUIPMENT & SUPPLY CO.	SRMC- LOADER REPAIR-ONSITE SVC VISIT	SRMC			2,097.36	
20250646	OFFICE BASICS	FLOOR SCRUBBER-SRMC	SRMC	COSTARS 05		7,383.76	
20250647	LANDIS MECHANICAL GROUP, INC.	BOILER #1 REPAIRS-LANDIS BONFITTO	NHL			4,045.69	
20250648	ACS SERVICES LLC	PUMP 3 AND PRESSURE SENSOR REPLACEMENT-ACS	NHL			9,460.00	
20250649	MOR CONSTRUCTION SERVICES, LLC	WATER SUPPLY AND DISPOSAL-(SFAET) MOR CONSTRUCTION	SFT			2,800.00	
20250650	STROUDSBURG ELECTRIC MOTOR SERVICE	HEATER PUMP REPAIR (TOLL) AREA	DWG			950.00	
20250651	STROUDSBURG ELECTRIC MOTOR SERVICE	BOILER HEATER PUMP REPAIR (MAIN BUILDING) AREA	DWG			1,750.00	
20250652	HOFFMAN SERVICES, INC.	I-78 VEHICLE LIFT ANNUAL INSPECTION	I78			940.00	
20250653	HOFFMAN SERVICES, INC.	EP ANNUAL VEHICLE LIFT INSPECTION	EP			640.00	
20250654	OFFICE BASICS	I-78 JANITORIAL/PAPER PRODUCTS	I78	COSTARS 05		7,753.36	
20250655	KELLEY BROS, LLC CAPITAL RESERVE	I78 Admin - NEW CLOSET - Uniform storage	ESS	COSTARS 08	5,233.00		
20250656	ACOUSTICAL SURFACES, INC. CAPITAL RESERVE	P-519A Acoustic panels for TM conference room	ENG		4,494.85		
20250657	B & B ROADWAY	NEW ACCESS GATE FOR WB RAMP	DWG			2,400.00	
20250658	E.M. KUTZ, INC.	PLOW PARTS	DWG	COSTARS 25		620.28	
20250659	OFFICE BASICS	PAPER & PLASTIC PRODUCTS	DWG	COSTARS 05		6,426.16	
20250660	OFFICE BASICS	JANITORIAL SUPPLIES/EQUP	DWG	COSTARS 05		3,603.85	
20250661	HILLTOP SALES & SERVICE, INC.	POLE SAW	PC			714.00	
20250662	KELLEY BROS, LLC CAPITAL RESERVE	SF Admin - Chairman Office Door	ESS	COSTARS 08	2,543.00		

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
REPORT OF PURCHASING ACTIVITIES**

October 2025

PO Number	Vendor Name	General Description	Req Dept	Contract/Resolution/ Comment	** BY AUTHORITY OF **		
					Commission	Director of Purchasing	Director
20250663	GOODYEAR AUTO SERVICE CENTER	NHL- Goodyear Tires- Invoice Parts Expense	NHL			2,713.41	
20250664	KELLEY BROS, LLC CAPITAL RESERVE	SF Admin - HR Door spare parts	ESS	COSTARS 08	2,099.00		
20250665	PERFORMANCE TIRE CO.	I78- TIRES FOR PATROL & F250 MAINT VEH- QUOTE	I78			1,984.32	
20250666	OFFICE BASICS	SCRUBMASTER-I-78 (OFFICE BASICS)	I78	COSTARS 05		5,822.40	
20250667	FIRST CHOICE AUTO EQUIPMENT INC.	AUTO LIFT REPAIR (M-M)	MM			1,192.99	
20250668	PETROCHOICE	LUBRICANTS, OIL & GREASE	EP	PA 4400024060		434.13	
20250669	OFFICE BASICS	PAPER & JANITORIAL	DWG	COSTARS 05		1,370.97	
20250670	UNITED RENTALS	LT SIGN REPAIR (UNITED RENTALS)	SDTS			1,509.13	
20250671	4IMPRINT	PROMOTIONAL PRODUCTS	CCOMPL			3,649.21	
20250672	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL & ATTENUATOR RPLCMNT SRVC	I78	TTS-783A		11,800.00	
20250673	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL & ATTENUATOR RPLCMNT SRVC	I78	TTS-783A		14,800.00	
20250674	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL & ATTENUATOR RPLCMNT SRVC	I78	TTS-783A		8,000.00	
20250675	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL & ATTENUATOR RPLCMNT SRVC	I78	TTS-783A		1,000.00	
20250676	J. FLETCHER CREAMER & SONS , INC	GUIDE RAIL & ATTENUATOR RPLCMNT SRVC	I78	TTS-783A		22,300.00	
20250677	KELLEY BROS, LLC CAPITAL RESERVE	NHL TB 2nd Floor Plaza Access	ESS	COSTARS 08	14,029.00		
20250678	CRAFCO INC	ROADSAVER 221 TAR	EP			1,395.00	

Purchase Order Count: 54

AUTHORITY TOTALS: \$37,532.85 \$159,393.42 \$0.00

GRAND TOTAL: \$196,926.27

Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025

**E-ZPASS/CUSTOMER SERVICE REPORT
OCTOBER 2025**

SUBJECT	DESCRIPTION	PAGE NUMBER
E-ZPass/Customer Service Operations Report	E-ZPass/Customer Service October	1-3

Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025

**E-ZPASS/CUSTOMER SERVICE REPORT
OCTOBER 2025**

E-ZPass Account and Transponder Information as reported by Conduent State and Local Solutions, Inc. (CSC/VPC Provider)

Total Number of Migrated DRJTBC and NJ CSC E-ZPass Accounts

Migrated Business Accounts	Migrated Private Accounts	Total Number of Migrated Accounts	Total Number of NJ CSC Active Accounts
1,654	77,339	78,993	4,211,403

Total Number of Migrated DRJTBC (029) Transponders and NJ CSC E-ZPass Transponders

Migrated Business Account Transponders	Migrated Private Account Transponders	Total Number of Migrated Transponders	Total Number of NJ CSC Active Transponders
9,228	131,323	140,551	6,607,080

**E-ZPASS/CUSTOMER SERVICE REPORT
OCTOBER 2025**

Customer Service Report:

CSRs perform service with quick responses to:

- Emails
- Phone Calls
- Service Requests
- Commission E-ZPass Issues

Total Calls	Total Minutes and Average Duration	Average Wait Time
526	2,565 minutes – 4:57 minutes per call	0:00

Web Inquiries (Acct Updates, Violations, Disputes)	89
Service Requests (Acct Updates, Violation Notifications, E-ZPass + TBP Inquiries)	106

Computer kiosks are accessible for customer use if needed at both locations.

Walk-ins

I-78	DWG	SF	Total
54	3	15	72

Toll Monitoring:

- Bridge vehicle views were a total of 14,019 per day for all 8 bridges - Volume would depend on bridge size and use
- Total monthly vehicle views 364,494
- Average views per CSR, per day is calculated from the total monthly views of 364,494 divided by 8 CSRs = 1,752 per day average
- Weekly CSR volume will depend on the assigned bridge, which is on a rotating basis. A CSR may have MM, a low volume bridge one week, and SF, a high volume bridge the next week, giving the average for the month.

**E-ZPASS/CUSTOMER SERVICE REPORT
OCTOBER 2025**

Other current E-ZPass duties include:

- Assisting law enforcement
- Notifying Toll Audit and In-lane when any issues we see arise
- Monitoring Superload crossings
- Daily calls with other Agencies in the NJ Consortium

CSC/VPC Post-Migration Collection Update:

As a result of post-migration collection efforts from May 2014 – October 2025, New Jersey E-ZPass reports \$27,528,942.03 collected in tolls and \$67,104,553.39 collected in fees.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

ELECTRONIC TOLL COLLECTION PROGRAM
MONTH OF OCTOBER 2025

SUBJECT	DESCRIPTION	PAGE NUMBER
ETC PROGRAM	Electronic Toll Collection Program Report	1-5

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

ELECTRONIC TOLL COLLECTION PROGRAM
MONTH OF OCTOBER 2025

The following items were recently initiated, accomplished or performed during the above noted month:

Activities for the In-Lane Toll System

1. Commission Staff are working with TransCore and the NJ E-ZPass CSC provider, Conduent, to implement IAG Interface Control Document (ICD) version 1.60. This will allow CSCs to receive data and process transactions from other transponder protocols such as SeGo and 6C, in addition to the current TDM protocol, as well as other functionalities. Testing is complete with the NJ E-ZPass CSC and the Inter Agency Group Hub. Implementation of the IAG ICD 1.60 is now complete. After successful roll out of the IAG ICD 1.6 software, TransCore participated in daily NJ E-ZPass CSC meetings to review the system status and catch-up of file transfer and transaction processing.
2. TransCore updated the Palo Alto Networks Firewalls Operating System to introduce new features and to address issues found by the company or the community that notify Palo Alto of such issues with their systems. Vulnerability patching is essential to maintain a secure working environment.
3. Lane equipment cleaning is a constant activity during this time of year. Firmware upgrades are continuing on all UPS units. In addition, UPS units are affected by the extreme heat and battery conditions are being checked. Also, all lane cameras are being checked for image clarity.
4. Commission Staff and TransCore meet monthly to review and discuss system operational and maintenance items. A weekly call also takes place to briefly review system maintenance items for the week.

Activities for the E-ZPass Customer Service Center/Violation Processing Center

1. Commission Staff are working with the New Jersey E-ZPass Customer Service Center (NJ E-ZPass CSC) provider, Conduent, to implement IAG Interface Control Document (ICD) version 1.60. This will allow CSCs to receive data and process transactions from other transponder protocols such as SeGo and 6C, in addition to the current TDM protocol, as well as other functionalities. Testing is completed with the NJ E-ZPass CSC and the Inter Agency Group Hub and implementation is now complete.. After successful roll out of the IAG ICD 1.6 software, Commission Staff participated in daily NJ E-ZPass CSC meetings to review the system status and catch-up of file transfer and transaction processing.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

2. Conduent continues to develop the real time digital payment function at the NJ E-ZPass CSC for toll by plate customers. Conduent revised the terms and conditions that will be displayed on the NJ E-ZPass website, and comments were provided from the NJTA. Conduent has released this functionality into the NJ CSC software, and they are proceeding with testing it through a small group of individuals.
3. The NJ E-ZPass CSC launched the Amnesty Program in June 2025. NJ MVC legislation was passed and NJTA is working with the MVC on the programs. There are two programs: the Amnesty Program and the Vehicle Registration Suspension Program. The Amnesty Program must run for 180 days, with no lookback timeframe, meaning the program can go back as far as the violator wants to pay. Violation transactions after the start of the program are NOT eligible. The program is open to all violators (from any state), with tolls and fees that are \$500 or more prior to June 2025. The program must offer a 25% reduction of the fees, the program will collect 100% of the toll revenue. When applying payment, 100% of the toll amount will be satisfied first, followed by AET fees and administrative fees. The amount owed must be paid in full of no payment plan. A violator may make arrangements for a payment plan, outside of the Amnesty Program. For the NJ MVC Vehicle Registration Suspension, the transactions criteria include all NJ E-ZPass agency violations, unpaid tolls, administration fees and AET fees totaling \$500 or more; or 60 or more violations with at least one having occurred after January 2024 (legislation date).
4. The NJTA, as the lead agency, is facilitating all meetings with the other agencies and Conduent to manage the implementation of outstanding system elements for the New Jersey E-ZPass Customer Service Center.
5. For the Customer Service Center Services for the New Jersey E-ZPass Group (Category A), the New Jersey Turnpike Authority (NJTA) awarded the agreements at their Board Meeting. The NJTA issued their findings from the procurement challenge, concluding that the NJTA properly determined TransCore to be the most qualified responsible proposer. Accordingly, the hearing officer recommended that the award to TransCore should be sustained and the protest of Conduent be dismissed. Contract documents were provided from the NJTA for Category A Customer Service Center Services for the New Jersey E-ZPass Group and for Category B for License Plate Review Services for the New Jersey E-ZPass Group. The documents were provided to Commission counsel for review prior to execution.
6. As TransCore submits various documents, they are being reviewed by the implementation team that includes North Highland and HNTB under contract with the

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

New Jersey Turnpike Authority. Commission Staff are participating on their assigned implementation team meetings as needed. Meetings were held to review the business rules, the AET accounts/toll bills and the system architecture. Additionally, TransCore facilitated an initial meeting with Conduent, the current NJ CSC vendor, to discuss data migration.

7. The New Jersey Turnpike Authority issued a Request for Proposals for Category D Merchant Services.

AET Program

1. Rummel, Klepper & Kahl, LLP (RK&K) participated in New Hope – Lambertville All Electronic Tolling related meetings with PKF for the construction project as needed. During the reporting period RK&K prepared responses to Requests for Information (RFI) from the construction team and issued change of plans as needed. Additionally, RK&K completed several reviews of construction submittals from the contractor.
2. Commission Staff, TransCore and the RK&K team participated in bi-weekly project status meetings for the All Electronic Tolling system. TransCore submitted the revised schedule and currently addressing review comments. TransCore submitted several revised chapters of the system Detailed Design Document. These documents were distributed for review and comments were provided to TransCore. RK&K reviewed the documents to confirm that our comments were addressed, and the documents were finalized by TransCore. TransCore staff continue to meet with the New Hope – Lambertville Toll Bridge AET Conversion construction team to discuss the construction progress and to coordinate the all-electronic-tolling equipment installation and testing schedules. TransCore is working with Commission Staff and RK&K to develop the testing plans for the New Hope – Lambertville Toll Bridge AET system.
3. TransCore submitted their preliminary design drawings, and they were reviewed by Commission Staff and the RK&K team and comments were provided to TransCore. TransCore is revising the Business Rules Document as well as the Master Test Plan to address review comments.
4. TransCore is coordinating the delivery of toll host servers that will be installed at two separate Equinix locations. Lane equipment for the New Hope – Lambertville Toll Bridge AET system is being received and staged at TransCore’s Houston location. TransCore staff completed an RF survey of the New Hope – Lambertville tolling location to confirm there is no local RF interference and is developing their report as well as FCC licensing updates.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
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5. TransCore met with Conduent to coordinate using the existing network connections to communicate with the new toll host system.
6. Commission Staff and Atkins Réalis USA Inc. held several Trenton – Morrisville Toll Bridge All Electronic Tolling project status meetings. Atkins Réalis is preparing a proposal for the superstructure replacement of the Route 1 over Route 29 northbound bridge (NJ Route 29 NB Overpass). The initiative for the superstructure replacement is based on recent inspection findings and evaluations. If found acceptable, a Consultant Agreement Modification will be prepared for execution.
7. Atkins Réalis is preparing a report summarizing the results of the workshop that discussed the preliminary roadway alignment options, toll gantry location, toll gantry options and roadway/barrier design elements. They are also preparing the Quality Assurance Plan and Design Criteria Report.
8. Atkins Réalis, Commission Staff and the Pennsylvania Department of Transportation (PennDOT) met to discuss the Route 1 / Pennsylvania Avenue interchange concepts and specifically a request to reconsider the round-about option. Following the meeting, the concept analysis data was resubmitted to PennDOT for their review and consideration. The project team continues to follow-up with PennDOT on this item.
9. Atkins Réalis requested traffic data for the Trenton – Morrisville Toll Bridge for the purpose of roadway pavement design. Commission Staff provided westbound Trenton – Morrisville Toll Bridge traffic data from 10/7/25 to 10/9/25.
10. Commission Staff recorded a full walk-through video of the existing toll plaza tunnel at the Trenton – Morrisville Toll Bridge and provided it to Atkins Réalis to assist them in developing recommendations regarding the tunnel, such as convert it to storage or fill/abandon it.

General Electronic Toll Collection Program Activities

1. Mr. Stracciolini participated in the IAG E-ZPass Executive Management Committee meeting and Policy Committee meetings. At the August 2025 IAG EMC Meeting, Mr. Stracciolini was elected by the members to serve as Chair to the EMC.
2. At the December 12, 2024, IAG Service Corp. Board of Directors Meeting, a resolution was approved electing and appointing Mr. Stracciolini as the Chair of the IAG Service Corporation, effective December 12, 2024.
3. Mr. Stracciolini is participating in the Non-toll Business Opportunity Task Force.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

4. Mr. Stracciolini is serving on the International Bridge, Tunnel & Turnpike Association's (IBTTA) 2025 Engineering and Construction Task Force and the Toll Revenue Assurance Committee.

**Delaware River Joint Toll Bridge Commission
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**CONTRACT COMPLIANCE REPORT INDEX
Month of October 2025**

SUBJECT	DESCRIPTION	PAGE NUMBER
Contract Compliance Program Operations Report	Operations Report October 2025	1-20

**Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025**

**CONTRACT COMPLIANCE REPORT INDEX
Month of October 2025**

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Delaware River Joint Toll Bridge Commission
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IBE PROGRAM OVERVIEW

The Delaware River Joint Toll Bridge Commission (Commission) established an IBE Program (MBE/WBE/SBE/DBE/DsBE/VBE) with a target of 25% for all Professional Services and Construction Contracts awarded by the Commission effective July 1, 2014. To date, the Commission has awarded **(109)** contracts with the IBE Program requirements. Currently, there are **(53) active** projects and **(56) completed** projects.

IBE Program Requirements

The Commission began using Elation Systems effective January 2017, as the online system for Payment Verification and Certified Payroll Reporting (CPR). All contracts awarded by the Commission to a Prime Consultant/Prime Contractor and their Subconsultants and Subcontractors use this service free of charge. Online training is available to vendors on how to use Elation Systems. The Contract Compliance Department and Elation Support Staff are available to assist all users.

The Contract Compliance Department (CCD) monitors, posts and reports data in regard to all payments. The CCD also reviews all Certified Payrolls submitted into Elation Systems.

The following are all mandatory requirements:

Company On-Line Registration:

- i. All Primes must register their company and activate an account in Elation Systems; and*
- ii. All Primes must also ensure that all Subconsultants and Subcontractors register their company and activate an account in Elation Systems.*

Payment Verification:

- i. Prime Contractors must post all payments to their Subconsultants and/or Subcontractors in Elation Systems; and*
- ii. Prime Contractors and their Subconsultants and/or Subcontractors must confirm all payments received in Elation Systems.*

Certified Payroll Reporting:

- i. All Prime Contractors are responsible for assigning someone from their staff with the responsibility to review, approve, and upload their CPR(s) on a weekly basis into Elation Systems; and*
- ii. All Prime Contractors must also ensure that their Subcontractors upload their CPR(s) on a weekly basis into Elation Systems.*

Prime Consultants / Contractors IBE Target performance will be displayed / available on the Commission's public website.

**Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025**

**Contract Compliance Department
Compliance IBE Scores Overview**

The Commission through its Contract Compliance Department has instituted a Compliance Score Ranking that will be included in the Monthly Contract Compliance Report for all Professional Services and Construction Projects.

The Compliance Score Ranking is an ongoing summary of data presented on Active and Completed contracts, which includes the tracking of payments from Prime Consultants and Contractors to IBE Subconsultants and Subcontractors, and the Prime Contractors Workforce Utilization. The Scores will illustrate the progress and participation to meet the Targets by Prime Consultants and Contractors as part of the IBE program.

The complete and timely reporting of payments and certified payrolls to the Elation Systems by the Prime Consultants and Prime Contractors, and their Subconsultants and Subcontractors, will assist the Prime Consultant and Prime Contractor in tracking the data to meet their targets.

Accordingly, each Prime will also be given a final grade at the completion of each project. Additionally, the data will be uploaded onto the Commission’s public website monthly.

The Score(s) are factored using the following criteria:

IBE PAYMENTS

The payments by the Prime Consultant / Contractor to each of their IBE Subconsultants / Subcontractors will be calculated based on the criteria set by the Commission’s 25% IBE Target.

WORKFORCE UTILIZATION

Workforce utilization contains two levels of scoring and documents the hourly employee utilization by workforce type, ethnicity and gender.

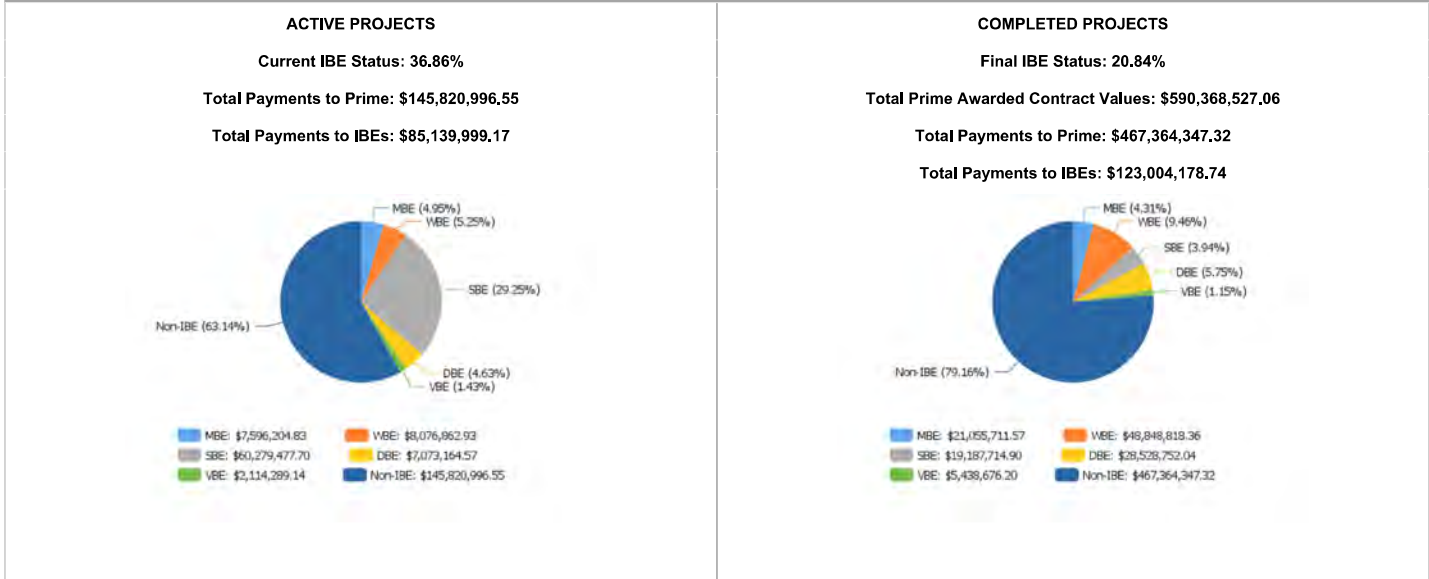
IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & a above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

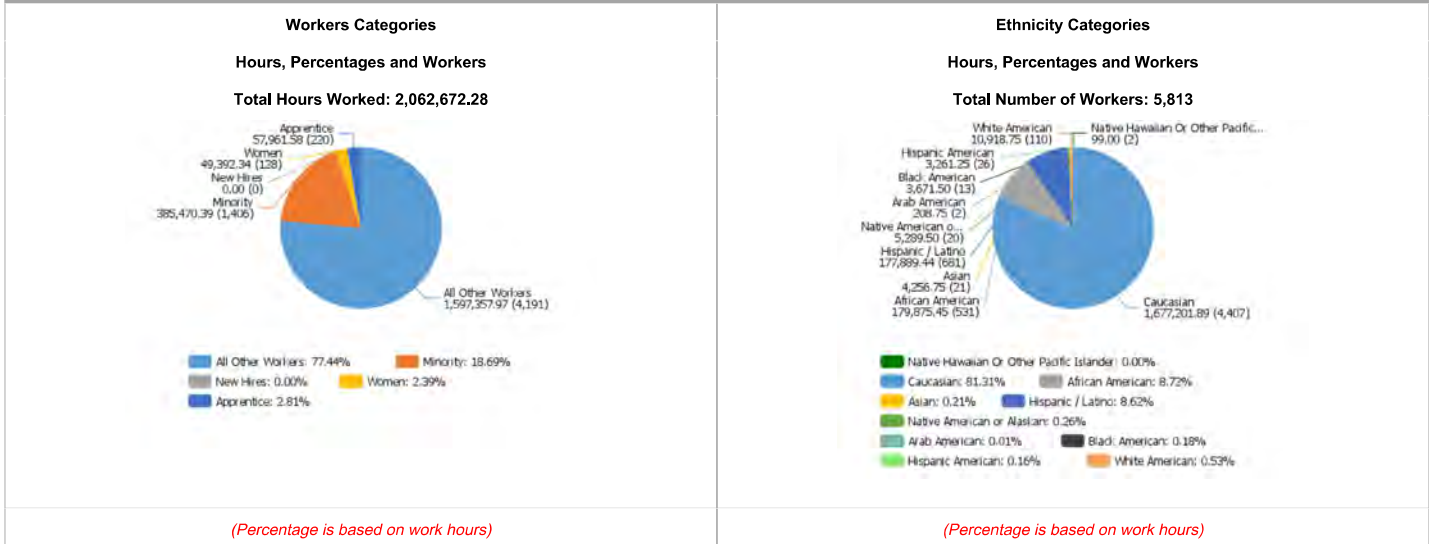
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Summary - Professional Services and Construction Contractors 25% IBE Target Status



Summary - Prime Contractor(s) & Subcontractor(s) Workforce Utilization Categories By Hours, Workers & Ethnicity



Active Professional & Construction Projects Payment Summary	Initial Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Professional and Construction Projects Totals	\$301,610,474.44	\$145,820,996.55	\$85,139,999.17	36.86%	A
Professional Services Projects Totals	\$89,472,681.54	\$49,863,431.57	\$19,554,102.44	28.17%	B
Completed Professional & Construction Projects Payment Summary	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Professional and Construction Projects Totals	\$590,368,526.06	\$467,364,347.32	\$123,004,178.74	20.84%	C+
Professional Services Projects Totals	\$56,480,327.36	\$38,940,072.49	\$17,540,254.87	31.06%	B+

ACTIVE CONSTRUCTION PROJECTS														
Payments Summary				Workforce Hours Summary 28.63%					Ethnicity Participation Summary					
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$212,137,792.90	\$95,957,564.98	\$65,585,896.73	40.60%	A	1,544	324,323.58	234,766.33	89,557.25	3,282.34	A	72.39%	27.61%	1.01%	A+

COMPLETED CONSTRUCTION PROJECTS														
Payments Summary				Workforce Hours Summary 19.68%					Ethnicity Participation Summary					
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$533,888,198.70	\$428,424,274.83	\$105,463,923.87	19.75%	C	4,444	1,738,348.70	1,442,435.56	295,913.14	46,110.00	B	82.98%	17.02%	2.65%	A

Delaware River Joint Toll Bridge Commission

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Active Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$212,137,792.90

Total Payments to all Primes \$95,957,564.98

Total Payments to all IBEs \$65,585,896.73

IBE Target 25.00%

IBE Actual 40.60%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

ACTIVE CONSTRUCTION PROJECTS														
Payments Summary				Workforce Hours Summary 28.63%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$212,137,792.90	\$95,957,564.98	\$65,585,896.73	40.60%	A	1,544	324,323.58	234,766.33	89,557.25	3,282.34	A	72.39%	27.61%	1.01%	A+

DB-540A/B/C TRANSCORE, LP - Electronic Toll Collection System Replacement - Design, Build & Maintain														
Payments Summary				Workforce Hours Summary 53.31%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$13,575,398.74	\$11,230,227.20	\$2,316,211.51	17.10%	C	15	2,040.00	952.50	1,087.50	0.00	A+	46.69%	53.31%	0.00%	A+

DB-724A SCHNEIDER ELECTRIC Electronic Surveillance/Detection System Maintenance Contract														
Payments Summary				Workforce Hours Summary 45.89%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$5,217,520.75	\$1,402,730.84	\$215,551.42	13.32%	D+	57	717.00	479.00	238.00	91.00	A+	66.81%	33.19%	12.69%	A+

DB-768B DYNAMIC SECURITY, LLC (IBE) dba SECUNI / Network Video Management System (NVMS) Integrator Services														
Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$104,074.00	\$-	\$87,232.80	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

DB-792A TRANSCORE, LP - In-Lane All Electronic Toll Collection System (Design, Build and Maintain)														
Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$9,701,499.00	\$1,980,426.42	\$-	0.00%	N/A	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-519A BRACY CONSTRUCTION, INC. / Southern Operations and Maintenance Facilities Improvements - Trenton Morrisville, Langhorne, and New Hope														
Payments Summary				Workforce Hours Summary 19.91%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$59,300,150.96	\$48,388,343.19	\$8,541,725.04	15.00%	C	611	117,571.58	94,688.08	22,883.50	529.84	B	80.54%	19.46%	0.45%	A

T-754A PKF-MARK III, INC / New Hope - Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement														
Payments Summary				Workforce Hours Summary 17.35%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$11,863,715.00	\$2,572,760.80	\$-	0.00%	N/A	86	7,284.50	6,492.50	792.00	472.00	B	89.13%	10.87%	6.48%	B

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Active Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$212,137,792.90

Total Payments to all Primes \$95,957,564.98

Total Payments to all IBEs \$65,585,896.73

IBE Target 25.00%

IBE Actual 40.60%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

T-766A CRISDEL GROUP, INC. / I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Improvements

Payments Summary				Workforce Hours Summary 36.28%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$22,494,884.42	\$15,614,209.79	\$6,335,785.34	28.86%	B	203	29,869.50	19,139.00	10,730.50	107.00	A+	64.08%	35.92%	0.36%	A+

TS-590A J.D. ECKMAN, INC. / Northampton St. TSB Rehabilitation

Payments Summary				Workforce Hours Summary 22.68%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$15,487,427.50	\$10,879,493.81	\$3,917,310.23	26.47%	B	111	35,867.50	27,733.25	8,134.25	0.00	B+	77.32%	22.68%	0.00%	A

TS-642A ANSELM I & DeCICCO (IBE) / Uhlertown - Frenchtown Toll-Supported Bridge Rehabilitation

Payments Summary				Workforce Hours Summary 42.95%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$22,216,237.00	\$-	\$10,744,864.07	100.00%	A+	95	35,091.50	20,203.00	14,888.50	185.00	A+	57.57%	42.43%	0.53%	A+

TS-694A/B/C/D/E ANSELM I & DeCICCO (IBE) / New Hope Lambertville TSB Rehabilitation

Payments Summary				Workforce Hours Summary 42.01%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$27,589,084.53	\$-	\$24,606,703.06	100.00%	A+	144	57,090.75	33,117.75	23,973.00	8.00	A+	58.01%	41.99%	0.01%	A+

TTS-734A MOUNT CONSTRUCTION CO., INC. (IBE) / JOC - Bridge, Highway & Civil Work - North Region

Payments Summary				Workforce Hours Summary 26.07%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$7,000,000.00	\$-	\$6,962,308.81	100.00%	A+	148	22,646.75	18,609.25	4,037.50	1,866.50	A	82.17%	17.83%	8.24%	A

TTS-735A MOUNT CONSTRUCTION CO., INC. (IBE) / JOC - Bridge, Highway & Civil Work - South Region

Payments Summary				Workforce Hours Summary 20.75%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$2,500,000.00	\$-	\$1,858,204.45	100.00%	A+	97	8,008.50	6,369.50	1,639.00	23.00	B+	79.53%	20.47%	0.29%	A

TTS-783A J. FLETCHER CREAMER & SON, INC. / On-Call Beam Guide Rail and Attenuator Replacement

Payments Summary				Workforce Hours Summary 34.32%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$2,087,801.00	\$303,750.00	\$-	0.00%	N/A	49	998.00	655.50	342.50	0.00	A+	65.68%	34.32%	0.00%	A+

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Active Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$212,137,792.90

Total Payments to all Primes \$95,957,564.98

Total Payments to all IBEs \$65,585,896.73

IBE Target 25.00%

IBE Actual 40.60%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

TTS-784A MOUNT CONSTRUCTION CO., INC. / JOC - Bridge, Highway, and Civil Work - North Region

Payments Summary				Workforce Hours Summary 21.84%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,000,000.00	\$856,307.41	\$-	0.00%	N/A	25	2,843.50	2,222.50	621.00	0.00	B+	78.16%	21.84%	0.00%	A

TTS-785A MOUNT CONSTRUCTION CO., INC. / JOC - Bridge, Highway, and Civil Work - South Region

Payments Summary				Workforce Hours Summary 17.61%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$4,000,000.00	\$180,719.58	\$-	0.00%	N/A	20	1,079.00	889.00	190.00	0.00	B	82.39%	17.61%	0.00%	A

TTS-786A MOUNT CONSTRUCTION CO., INC. / JOC - Building and Facility Work - North Region

Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,000,000.00	\$140,294.57	\$-	0.00%	N/A	5	257.00	257.00	0.00	0.00	F	100.00%	0.00%	0.00%	F

TTS-787A A.P. CONSTRUCTION, INC. / JOC - Building and Facility Work - South Region

Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Initial Contract Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,000,000.00	\$2,408,301.37	\$-	0.00%	N/A	21	2,958.50	2,958.50	0.00	0.00	F	100.00%	0.00%	0.00%	F

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Active Professional Services Projects Payments Detail Report

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Summary	Initial Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Professional and Construction Projects Totals	\$301,610,474.44	\$145,820,996.55	\$85,139,999.17	36.86%	A
Professional Services Projects Totals	\$89,472,681.54	\$49,863,431.57	\$19,554,102.44	28.17%	B

Prime Consultants	IBE Firm	Project Title	Initial Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Gannett Fleming Inc. - Camp Hill, PA		C-519A GANNETT FLEMING ARCHITECTS, INC. / Southern Operations & Maintenance Facilities Improvements - Consulting Engineer Agreement	\$5,112,368.62	\$3,609,758.23	\$1,158,885.33	24.30%	C+
Greenman-Pedersen, Inc.		C-590A GREENMAN-PEDERSEN, INC. / Northampton St. TSB Rehabilitation - Preliminary, Final and Post Design - Consulting Engineer Agreement	\$1,504,783.15	\$906,645.35	\$540,453.22	37.35%	A
WSP USA, Inc. - PHILADELPHIA, PA		C-642A WSP USA, INC. / Uhlertown Frenchtown TSB Rehabilitation - Preliminary, Final and Post Design - Consulting Engineer Agreement	\$1,953,930.92	\$1,332,744.56	\$556,384.18	29.45%	B
Michael Baker International, Inc.		C-660A MICHAEL BAKER, JR., INC. / SFB Replacement Project Final Design Services - Consulting Engineer Agreement	\$33,626,658.74	\$26,783,020.09	\$6,808,784.95	20.27%	C+
Greenman-Pedersen, Inc.		C-694A GREENMAN-PEDERSEN, INC. / New Hope Lambertville TSB Rehabilitation - Preliminary, Final and Post Design - Consulting Engineer Agreement	\$2,280,484.05	\$1,340,041.00	\$676,716.89	33.55%	B+
French & Parrello Associates		C-696B FRENCH & PARRELLO ASSOCIATES, P.A. / TOA - Facilities - NJ - Consulting Engineer Agreement	\$500,000.00	\$98,391.08	\$40,744.52	29.28%	B
HDR Engineering, Inc. - Pittsburgh, PA		C-697A HDR ENGINEERING, INC. / Preliminary Engineering and Environmental Documentation for the Washington Crossing Bridge Replacement - Consulting Engineer Agreement	\$8,061,761.62	\$1,590,437.62	\$514,569.55	24.45%	C+
Greenman-Pedersen, Inc.		C-704A GREENMAN-PEDERSEN, INC. / TOA - New Hope-Lambertville Toll Bridge Salt Storage Building - CM/CI Services	\$610,849.20	\$583,574.55	\$26,570.72	4.35%	F
Johnson, Mirmiran and Thompson, Inc.		C-716A JOHNSON, MIRIRAN & THOMPSON / TOA - Facilities - Consulting Engineer Agreement	\$500,000.00	\$272,648.65	\$48,594.97	15.13%	C
The Gordian Group, Inc.		C-727A THE GORDIAN GROUP, INC. / JOC - Program Manager Consultant - Consulting Engineer Agreement	\$2,950,000.00	\$841,342.11	\$729,008.62	46.42%	A+
Rummel, Klepper and Kahl, LLP		C-728A RUMMEL, KLEPPER & KAHL / TOA - Electric Toll Collection / Tolling - PA - Consulting Engineer Agreement	\$500,000.00	\$385,325.84	\$114,472.44	22.90%	C+
French & Parrello Associates (IBE Prime)	VBE	C-729A FRENCH & PARRELLO ASSOCIATES, P.A. (IBE) / TOA - Facilities - NJ - Consulting Engineer Agreement	\$500,000.00	\$-	\$99,472.30	100.00%	A+
WSP/PARSONS BRINCKERHOFF, INC		C-750A WSP USA, INC. / TOA - Structural / Civil - Consulting Engineer Agreement	\$1,000,000.00	\$631,081.04	\$125,019.51	16.53%	C
Traffic Planning and Design, Inc.		C-751A TRAFFIC PLANNING AND DESIGN, INC. / TOA - Construction Inspection - Consulting Engineer Agreement	\$500,000.00	\$343,562.59	\$30,950.72	8.26%	D
Rummel, Klepper and Kahl, LLP		C-754A RUMMEL, KLEPPER & KAHL, LLP / New Hope Lambertville TB All Electronic Tolling (AET) Conversion Design - Consulting Engineer Agreement	\$1,540,341.14	\$1,062,170.04	\$378,351.50	26.26%	B
Pickering, Corts & Summerson, Inc. (IBE Prime)	SBE	C-757A-1 PICKERING, CORTS & SUMMERSON (IBE) / Professional Engineering Services for 2023-2024 Annual Inspections - Consulting Engineer Agreement	\$748,898.24	\$-	\$650,654.06	100.00%	A+
Naik Consulting Group, P.C. (IBE Prime)	DBE	C-759A NAIK CONSULTING GROUP, PC (IBE) / TOA - Structural / Civil - Consulting Engineer Agreement	\$1,000,000.00	\$-	\$755,490.09	100.00%	A+
Remington & Vernick		C-760A REMINGTON & VERNICK ENGINEERS, INC. / TOA - Construction Management Services - Consulting Engineer Agreement	\$500,000.00	\$256,245.95	\$60,290.60	19.05%	C
Pennoni Associates Inc		C-761A PENNONI ASSOCIATES, INC. / Traffic Engineering Consultant 2021-2022 Annual Reports - Consulting Engineer Agreement	\$303,088.00	\$176,465.60	\$-	0.00%	N/A
Arora and Associates, P.C. (IBE Prime)	MBE	C-766A ARORA & ASSOCIATES, PC (IBE) / I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure - Final and Post Design - Consulting Engineer Agreement	\$2,900,943.54	\$-	\$2,676,095.29	100.00%	A+
Traffic Planning and Design, Inc.		C-769A TRAFFIC PLANNING & DESIGN, INC. / TOA - Structural / Civil - Consulting Engineer Agreement	\$1,000,000.00	\$649,132.13	\$176,429.07	21.37%	C+
Rummel, Klepper and Kahl, LLP		C-770A RUMMEL, KLEPPER & KAHL, LLP / TOA - Electronic Toll Collection / Tolling - Consulting Engineer Agreement	\$1,250,000.00	\$518,149.24	\$104,153.36	16.74%	C
French & Parrello Associates		C-771A FRENCH & PARRELLO ASSOCIATES, P.A. / TOA - Facilities - Consulting Engineer Agreement	\$1,165,540.60	\$773,795.64	\$158,793.65	17.03%	C

*Met or Exceeded the Target

*Did Not Meet the Target

*P/T/D = Paid To Date

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Active Professional Services Projects Payments Detail Report

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
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B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Prime Consultants	IBE Firm	Project Title	Initial Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
KS Engineers, P.C. (IBE Prime)	MBE	C-772A KS ENGINEERS, PC (IBE) / TOA - Construction Inspection - Consulting Engineer Agreement	\$500,000.00	\$-	\$389,040.94	100.00%	A+
IH Engineers, P.C. (IBE Prime)	SBE	C-782A IH ENGINEERS, PC (IBE) / Underwater Substructure Improvement Design - All Regions - Professional Engineering Services Agreement	\$1,866,074.12	\$-	\$843,414.15	100.00%	A+
Traffic Planning and Design, Inc.		C-788A TRAFFIC PLANNING & DESIGN, INC. / TOA - Structural / Civil - Consulting Engineer Agreement	\$976,551.83	\$364,405.65	\$18,607.36	4.86%	F
Pennoni Associates Inc		C-789A PENNONI ASSOCIATES, INC. / TOA - Consulting Engineer Agreement	\$500,000.00	\$92,506.59	\$-	0.00%	N/A
Traffic Planning and Design, Inc.		C-802A TRAFFIC PLANNING AND DESIGN, INC. / TOA - PROFESSIONAL ENGINEERING SERVICES - STRUCTURAL / CIVIL	\$1,000,000.00	\$-	\$-	0.00%	N/A
French & Parrello Associates		C-803A FRENCH & PARRELLO ASSOCIATES, PA / TOA - Consulting Engineer Agreement	\$1,000,000.00	\$27,029.90	\$23,634.44	46.65%	A+
STV, INC		C-804A STV, INC. / TOA - Professional Engineering Services - Construction Inspection Services	\$500,000.00	\$-	\$-	0.00%	N/A
Joseph Jingoli & Son, Inc.		CM-519A JOSEPH JINGOLI & SON, INC. / Southern Operations & Maintenance Facilities Improvements - Consulting Engineer Agreement	\$3,611,070.08	\$2,443,502.42	\$909,743.89	27.13%	B
Johnson, Mirmiran and Thompson, Inc.		CM-590A JOHNSON, MIRMIRAN AND THOMPSON, INC. / Northampton St. TSB Rehabilitation - CM / CI Services - Consulting Engineer Agreement	\$1,554,968.16	\$954,373.01	\$325,198.53	25.41%	B
Urban Engineers, Inc.		CM-642A URBAN ENGINEERS, INC. / UHLERSTOWN - FRENCHTOWN TSB REHABILITATION / CONSTRUCTION MANAGEMENT & INSPECTION SERVICES	\$1,587,138.62	\$586,866.02	\$21,384.00	3.52%	F
Urban Engineers, Inc.		CM-694A URBAN ENGINEERS, INC. / New Hope Lambertville TSB Rehabilitation - CM / CI Services - Consulting Engineer Agreement	\$1,485,819.91	\$1,116,823.05	\$340,034.30	23.34%	C+
STV Inc. - Trenton, NJ		CM-754A STV, INC. / New Hope - Lambertville Toll Bridge - All Electronic Tolling Conversion & PA Abutment Backwall Replacement - CM & CI Services	\$2,476,202.84	\$168,396.38	\$-	0.00%	N/A
Greenman-Pedersen, Inc.		CM-766A GREENMAN-PEDERSEN, INC. / I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Improvements - CM / CI Services - Consulting Engineer Agreement	\$2,405,208.16	\$1,954,997.24	\$252,159.29	11.42%	D+

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Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

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C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$533,888,198.70

Total Payments to all Primes \$428,424,274.83

Total Payments to all IBEs \$105,463,923.87

IBE Target 25.00%

IBE Actual 19.75%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

COMPLETED CONSTRUCTION PROJECTS

Payments Summary					Workforce Hours Summary 19.68%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$533,888,198.70	\$428,424,274.83	\$105,463,923.87	19.75%	C	4,444	1,738,348.70	1,442,435.56	295,913.14	46,110.00	B	82.98%	17.02%	2.65%	A

T-508A BRACY - I-78 Maintenance Garage Expansion at I-78 PA Welcome Center / Maintenance Facility

Payments Summary					Workforce Hours Summary 7.39%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$9,845,176.91	\$8,255,795.37	\$1,589,381.54	16.14%	C	244	31,516.58	30,048.08	1,468.50	861.25	D	95.34%	4.66%	2.73%	F

T-514A WEST SIDE - DIII Toll Bridges Facilities Emergency Standby Generators Improvements

Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$644,686.00	\$447,346.01	\$197,339.99	30.61%	B+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-566A INTERCOUNTY PAVING - PORTLAND COLUMBIA TOLL BRIDGE APPROACH ROADWAY IMPROVEMENTS

Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$6,193,334.28	\$4,315,427.42	\$1,877,906.86	30.32%	B+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-611A MAGNUM (IBE) NH-L Toll Bridge Salt Storage Facility

Payments Summary					Workforce Hours Summary 2.16%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,348,934.71	\$-	\$1,348,934.71	100.00%	A+	65	5,925.50	5,805.50	120.00	8.00	F	97.97%	2.03%	0.14%	F

T-641A MERC0 - Easton / Phillipsburg Ramp C Stabilization

Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$998,300.00	\$-	\$998,300.00	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-644A J.D. ECKMAN - Easton Phillipsburg TB Facility Administration Bldg.

Payments Summary					Workforce Hours Summary 28.50%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$11,038,703.72	\$7,971,977.75	\$3,066,725.97	27.78%	B	320	47,800.75	35,278.00	12,522.75	1,098.75	A	73.80%	26.20%	2.30%	A+

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Completed Construction Projects - Summary's & Scores (IBE Payments, Workforce Hours & Ethnicity Participation)

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$533,888,198.70

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IBE Target 25.00%

IBE Actual 19.75%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

T-645A MJF Building & Facilities Energy Conservation														
Payments Summary				Workforce Hours Summary 23.54%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$5,376,806.87	\$-	\$5,376,806.87	100.00%	A+	46	9,735.28	7,509.23	2,226.05	65.75	B+	77.13%	22.87%	0.68%	A

T-645B SCHNEIDER ELECTRIC Building & Facilities Energy Conservation Measures - Mechanical/Controls														
Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,247,159.50	\$1,117,634.00	\$129,525.50	10.39%	D+	7	1,625.50	1,625.50	0.00	0.00	F	100.00%	0.00%	0.00%	F

T-661A TRC - SFB Replacement Project Subsurface Boring & Sampling														
Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,438,941.98	\$1,204,475.68	\$234,466.30	16.29%	C	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-666A PKF - SFB Replacement Project Construction for PA Noise Walls														
Payments Summary				Workforce Hours Summary 14.94%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$11,219,737.01	\$7,880,950.78	\$3,338,786.23	29.76%	B	42	5,738.00	5,122.00	616.00	241.50	C	89.26%	10.74%	4.21%	B

T-667A AP CONSTRUCTION - SFB Replacement Project Tree Clearing														
Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,721,688.26	\$1,266,863.25	\$454,825.01	26.42%	B	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-668A TRUMBULL 2 New Jersey - SFB Replacement Project														
Payments Summary				Workforce Hours Summary 21.57%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$-	\$-	\$-	0.00%	N/A	1,729	666,190.74	539,434.44	126,756.30	16,967.50	B+	80.97%	19.03%	2.55%	A

T-668A TRUMBULL 1 Pennsylvania SFB Bridge Replacement Project														
Payments Summary				Workforce Hours Summary 18.76%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$437,608,416.90	\$361,963,552.65	\$75,644,864.25	17.29%	C	1,953	841,284.08	709,643.76	131,640.32	26,191.25	B	84.35%	15.65%	3.11%	A

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

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Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Total of all Primes Contract Values \$533,888,198.70

Total Payments to all Primes \$428,424,274.83

Total Payments to all IBEs \$105,463,923.87

IBE Target 25.00%

IBE Actual 19.75%

Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

T-705A SPARWICK - I-78 Toll Plaza Bumper Block Replacement														
Payments Summary				Workforce Hours Summary 0.00%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$160,006.00	\$-	\$160,006.00	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

T-707A Bracy Commission Administration Building at SFB & Adaptive Reuse of the 1799 Building														
Payments Summary				Workforce Hours Summary 12.32%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$21,468,985.71	\$17,086,817.88	\$4,382,167.83	20.41%	C+	435	80,061.86	70,408.20	9,653.66	209.00	C	87.94%	12.06%	0.26%	B

T-708A Allied Painting New Hope-Lambertville Toll Bridge Floor System Rehabilitation -Facility Administration Building														
Payments Summary				Workforce Hours Summary 64.86%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,546,100.00	\$1,375,155.72	\$170,944.28	11.06%	D+	26	5,244.00	1,842.50	3,401.50	0.00	A+	35.14%	64.86%	0.00%	A+

T-711AR BRACY - Easton Phillipsburg Toll Bridge Salt Storage Building														
Payments Summary				Workforce Hours Summary 15.61%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,666,931.06	\$1,648,203.12	\$18,727.94	1.12%	F	77	5,669.75	4,784.50	885.25	0.00	B	84.39%	15.61%	0.00%	A

T-717A BRACY Milford-Montague Toll Bridge Salt Storage Building														
Payments Summary				Workforce Hours Summary 7.70%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,232,810.45	\$1,162,221.49	\$70,588.96	5.73%	D	43	3,227.00	2,978.50	248.50	0.00	D	92.30%	7.70%	0.00%	C

T-719A ROAD-CON Delaware Water Gap Toll Bridge Facility Westbound Toll Plaza Roadway and NJ Approach Repairs.														
Payments Summary				Workforce Hours Summary 23.68%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,554,825.27	\$2,944,773.45	\$610,051.82	17.16%	C	123	9,822.57	7,915.77	1,906.80	419.50	B+	80.59%	19.41%	4.27%	A

T-730A BRACY Southern Operations & Maintenance Facilities Improvements Trenton Morrisville Salt Operations														
Payments Summary				Workforce Hours Summary 6.85%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$3,234,621.97	\$2,784,596.08	\$450,025.89	13.91%	D+	57	5,831.08	5,471.58	359.50	40.00	D	93.83%	6.17%	0.69%	D

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

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Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

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Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

T-746A ROAD-CON, INC. / Trenton Morrisville TB Roadway repaving and Deck Sealing Improvements

Payments Summary					Workforce Hours Summary 25.00%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$-	\$-	\$-	0.00%	N/A	5	64.00	48.00	16.00	0.00	A	75.00%	25.00%	0.00%	A+

T-746B ROAD-CON, INC. / Trenton Morrisville TB Roadway Repaving and Deck Sealing Improvements

Payments Summary					Workforce Hours Summary 23.18%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$5,603,676.34	\$4,949,916.35	\$653,759.99	11.67%	D+	107	11,213.25	8,617.50	2,595.75	3.00	B+	76.85%	23.15%	0.03%	A

TS-639B MOUNT CONSTRUCTION - Lower Trenton TSB Approach Roadways Improvements

Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$2,090,794.00	\$-	\$2,090,794.00	100.00%	A+	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

TS-650A ROAD-CON - RIVERTON BELVIDERE TSB

Payments Summary					Workforce Hours Summary 0.00%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$652,738.50	\$624,391.02	\$28,347.48	4.34%	F	0	0.00	0.00	0.00	0.00	N/A	0.00%	0.00%	0.00%	N/A

TS-677A SPARWICK - SF TSB Interim Deck Repairs on I-95

Payments Summary					Workforce Hours Summary 13.62%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$999,656.00	\$-	\$999,656.00	100.00%	A+	8	580.00	501.00	79.00	0.00	C	86.38%	13.62%	0.00%	B

TS-687A CARR & DUFF - Lower Trenton Toll Supported Bridge Replacement of Sign Lighting Elements

Payments Summary					Workforce Hours Summary 1.50%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$647,000.00	\$483,367.42	\$163,632.58	25.29%	B	14	2,734.00	2,693.00	41.00	0.00	F	98.50%	1.50%	0.00%	F

TS-699A CARR & DUFF LOWER TRENTON TSB APPROACH TRAFFIC SIGNAL EQUIPMENT UPGRADES

Payments Summary					Workforce Hours Summary 28.52%					Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$161,150.32	\$99,981.32	\$61,169.00	37.96%	A	11	433.00	309.50	123.50	0.00	A	71.48%	28.52%	0.00%	A+

Delaware River Joint Toll Bridge Commission

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B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
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Workforce Utilization Legend		
Score Rankings	Workforce Commitment Participation	Ethnicity & Gender Participation
A+	30% & above	25% & above
A	25% to 29.9%	15% to 24.9%
B+	20% to 24.9%	over 15%
B	15% to 19.9%	10% to 14.9%
C+	10% to 14.9%	over 10%
C	10% to 14.9%	7.5% to 9.9%
D+	5% to 9.9%	over 7.5%
D	5% to 9.9%	5% to 7.4%
F	4.9% & below	4.9% & below

TTS-723A J FLETCHER CREAMER On Call Beam Guide Rail & Attenuator Replacement

Payments Summary				Workforce Hours Summary 38.70%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$954,657.60	\$840,828.07	\$113,829.53	11.92%	D+	55	2,315.50	1,419.50	896.00	0.00	A+	61.30%	38.70%	0.00%	A+

TTS-736A RCC BUILDERS & DEVELOPERS (IBE) / JOC for Building and Facility Work North Region

Payments Summary				Workforce Hours Summary 48.50%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$68,665.26	\$-	\$68,665.26	100.00%	A+	2	334.00	172.00	162.00	0.00	A+	51.50%	48.50%	0.00%	A+

TTS-737A RCC BUILDERS & DEVELOPERS (IBE) - Job Order Contracting for Building & Facility Work SOUTH REGION

Payments Summary				Workforce Hours Summary 19.88%						Ethnicity Participation Summary				
Total Contracts Value	Total Prime P / T / D	Total IBE P / T / D	Total IBE %	Payments Score (Total IBE Payments)	Total Number of Workers	Total Hours Worked	Caucasian Hours	Total Minority Hours	Total Women Hours	Workforce Score (Total Hours Worked)	Caucasian %	Minority %	Women %	Ethnicity Score (Total Participation)
\$1,163,694.08	\$-	\$1,163,694.08	100.00%	A+	35	1,002.26	807.50	194.76	4.50	B	80.57%	19.43%	0.45%	A

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Completed Professional Services Projects Payments Detail Report

Date: From 07/01/2014 To 10/31/2025

IBE Payments Legend	
Score Rankings	IBE Commitment Participation
A+	45% & above
A	35% to 44.9%
B+	30% to 34.9%
B	25% to 29.9%
C+	20% to 24.9%
C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Summary	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Professional and Construction Projects Totals	\$590,368,526.06	\$467,364,347.32	\$123,004,178.74	20.84%	C+
Professional Services Projects Totals	\$56,480,327.36	\$38,940,072.49	\$17,540,254.87	31.06%	B+

Prime Consultants	IBE Firm	Project Title	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Burns Engineering, Inc.		C-508A BURNS - I-78 Maintenance Garage Expansion	\$717,042.74	\$411,246.80	\$305,795.94	42.65%	A
Gannett Fleming Inc. - Camp Hill, PA		C-644A GANNETT - I-78 Bridges & Approach Slab Rehabilitation	\$600,565.63	\$557,640.16	\$42,925.47	7.15%	D
Ammann & Whitney		C-650A AMMANN - Riverton / Belvidere TSB Critical Member Strengthening - Design	\$451,072.33	\$414,724.53	\$36,347.80	8.06%	D
Joseph Jingoli & Son, Inc.		C-657A JINGOLI - TOA / Building Construction Management Services - PA Assignment Level 3 Toll Bridge Facilities Energy Contract	\$297,447.96	\$284,067.96	\$13,380.00	4.50%	F
McCormick Taylor, Inc.		C-662A MCCORMICK - SFB Replacement Public Involvement Services	\$1,579,419.61	\$1,196,433.77	\$382,985.84	24.25%	C+
Pennoni Associates Inc		C-663A PENNONI - SFB Replacement Project Traffic Engineering Services Pre-construction Traffic Study	\$237,424.67	\$118,877.43	\$118,547.24	49.93%	A+
Cherry, Weber & Associates, P.C.		C-684A-1/2 Van Cleef Engineering Associates, LLC - formally - CHERRY WEBER ENG.-General Engineering Services 2015-2018 Annual Inspections for contract C-684A-1	\$1,222,340.65	\$929,982.50	\$292,358.15	23.92%	C+
Johnson, Mirmiran and Thompson, Inc.		C-696A JMT - TOA / Engineering Services - PA Assignment	\$436,347.22	\$343,504.80	\$92,842.42	21.28%	C+
Rummel, Klepper and Kahl, LLP		C-701A RK&K - TOA / Engineering Services for Electronic Toll Collection Systems	\$461,812.98	\$370,348.83	\$91,464.15	19.81%	C
IH Engineers, P.C. (IBE Prime)	MBE	C-702B IH ENGS (IBE)- STRUCTURAL / CIVIL TASK ORDER AGREEMENT - NJ ASSIGNMENT	\$863,109.07	\$-	\$863,109.07	100.00%	A+
Urban Engineers, Inc.		C-703A URBAN - TOA / Construction Management Services for PA Assignment	\$445,990.62	\$356,313.87	\$89,676.75	20.11%	C+
USA Architects (IBE Prime)	SBE	C-707A USA - Commission Administration Building at Scudder Falls	\$1,376,354.11	\$9,298.69	\$1,367,055.42	99.32%	A+
Pennoni Associates Inc		C-715A PENNONI ASSOCIATES INC -Structural/Civil Task Order Agreement - PA Assignment	\$826,516.45	\$628,207.80	\$198,308.65	23.99%	C+
Arora and Associates, P.C. (IBE Prime)	MBE	C-732A ARORA AND ASSOCIATES, PC. (IBE) / TOA - Structural / Civil - NJ - Consulting Engineer Agreement	\$788,087.07	\$-	\$788,087.07	100.00%	A+
KS Engineers, P.C. (IBE Prime)	MBE	C-733A KS ENGINEERS, P.C. - CONSTRUCTION MANAGEMENT SERVICES TASK ORDER AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES	\$459,522.55	\$-	\$459,522.55	100.00%	A+
Pickering, Corts & Summerson, Inc. (IBE Prime)	SBE	C-757A PICKERING, CORTS & SUMMERSON -- SBE - PROFESSIONAL ENGINEERING SERVICES FOR THE GENENRAL ENGINEERING SERVICES 2021-2021 ANNUAL INSPECTION	\$531,101.62	\$-	\$531,101.62	100.00%	A+
Jacobs Engineering Group Inc.		CI-566A JACOBS - Portland / Columbia Toll Bridge Approach Roadways Improvements	\$476,991.53	\$332,518.42	\$144,473.11	30.29%	B+
Jacobs Engineering Group Inc.		CI-665A JACOBS - SFB Replacement Project Engineering Services for PA Noise Walls Construction	\$626,933.76	\$582,167.71	\$44,766.05	7.14%	D
TRC Engineers		CI-671A TRC - SFB Replacement Project Engineering Services for PA Approach Improvements	\$4,191,312.55	\$2,789,756.02	\$1,401,556.53	33.44%	B+
WSP/PARSONS BRINCKERHOFF, INC		CI-672A PARSONS (WSP) - SFB Replacement Project Engineering Services for Main River Bridge Replacement	\$5,398,968.46	\$4,000,670.37	\$1,398,298.09	25.90%	B
Gannett Fleming Inc. - Camp Hill, PA		CI-673A GANNETT - SFB Replacement Project Engineering Services for NJ Approach Construction	\$6,084,459.84	\$4,151,515.64	\$1,932,944.20	31.77%	B+
STV Inc. - Trenton, NJ		CM-508A STV - I-78 Maintenance Garage Expansion Engineering Services for Construction Management	\$582,335.21	\$537,483.42	\$44,851.79	7.70%	D
Greenman-Pedersen, Inc.		CM-644A GPI - I-78 Bridges and Approach Slabs Rehabilitation Construction Management / Inspection Services	\$1,429,603.53	\$1,162,668.81	\$266,934.72	18.67%	C

*Met or Exceeded the Target

*Did Not Meet the Target

*P/T/D = Paid To Date

Delaware River Joint Toll Bridge Commission

Meeting of November 24, 2025

Completed Professional Services Projects Payments Detail Report

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C	15% to 19.9%
D+	10% to 14.9%
D	5% to 9.9%
F	4.9% & below

Prime Consultants	IBE Firm	Project Title	Contract Value	Prime P / T / D	IBE P / T / D	IBE Actual	Score
Greenman-Pedersen, Inc.		CM-664A GPI - SFB Replacement Project PA Noise Walls Construction Management Services	\$849,622.00	\$712,137.11	\$137,484.89	16.18%	C
Hill International, Inc. - Philadelphia, PA		CM-669A HILL - SFB Replacement Project Construction Management Services	\$25,015,064.91	\$18,555,377.52	\$6,459,687.39	25.82%	B
Joseph Jingoli & Son, Inc.		CM-707A JINGOLI - Commission Administration Building at Scudder Falls - Construction Management Services	\$530,880.29	\$495,130.33	\$35,749.96	6.73%	D

*Met or Exceeded the Target

*Did Not Meet the Target

*P/T/D = Paid To Date

**Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025**

MINORITY, WOMEN AND SMALL BUSINESS ENTERPRISE PROGRAM

The Delaware River Joint Toll Bridge Commission implemented a one-year Minority Business Enterprise (MBE) pilot program, with a 7% participation goal, and the Women Business Enterprise (WBE) pilot program with a 3% goal. These goals applied to consultants and contractors' participating in the Commission's Capital Program and were effective on September 1, 2008.

At its December 2008 Commission Meeting, the Commission revised the pilot program to specify a 25% Small Business Enterprise (SBE) goal to New Jersey assigned consultant contracts in lieu of the previously specified 7% MBE and 3% WBE goals.

At its December 2010 Commission Meeting, due to the success of the Commission's MWSBE Pilot Program, the Delaware River Joint Toll Bridge Commission adopted a resolution for permanent status of the Minority Business Enterprise (MBE) program, with a 7% participation goal, and the Women Business Enterprise (WBE) program with a 3% goal, and the Small Business Enterprise (SBE) program with a 25% goal. These goals apply to consultants and contractors' participating in the Commission's Capital Program.

The Contract Compliance Department continues to monitor, update and analyze the payments for the MWSBE diversity program.

- | | |
|---|-------------------|
| a) PA Assigned Professional Services Contracts: | 7% MBE and 3% WBE |
| b) No State Assigned Professional Services Contracts: | 7% MBE and 3% WBE |
| c) Capital Plan Construction Contracts: | 7% MBE and 3% WBE |
| d) NJ Assigned Professional Services Contracts: | 25% SBE |

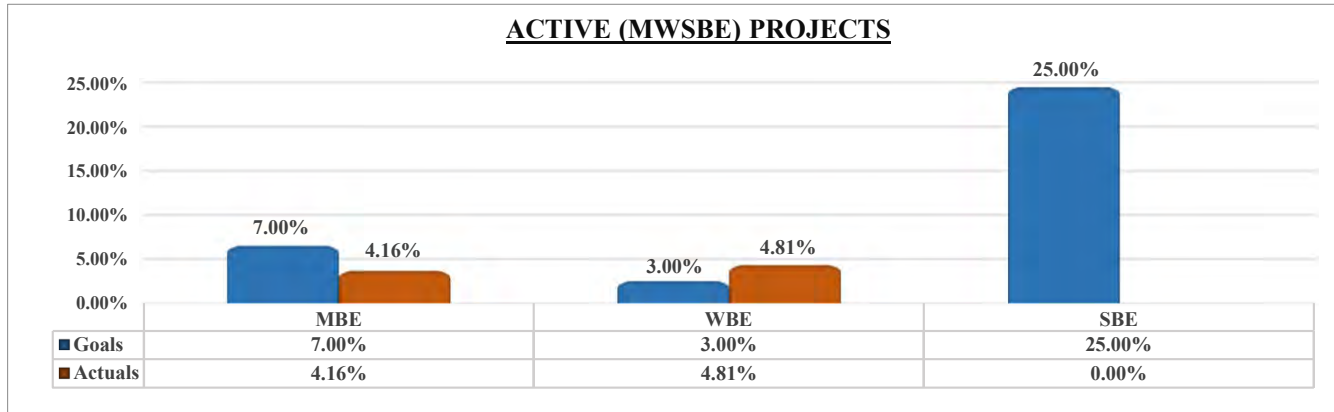
Numerous diversified businesses have benefited and continue to benefit from the Commission's previous M/W/SBE Program. The number of Contracts awarded during the MWSBE Program are as follows:

- | | |
|-----------------------------------|-----|
| ➤ Active Projects: | 1 |
| ➤ Completed Projects: | 76 |
| ➤ Total Capital Program Projects: | 77 |
| ➤ Total Number of Contractors: | 180 |

As of July 1, 2014 projects fall into the status now commonly referred to as **IBE (Identified Business Enterprise)** with a projected target to be or to exceed 25% of the total project award amount.

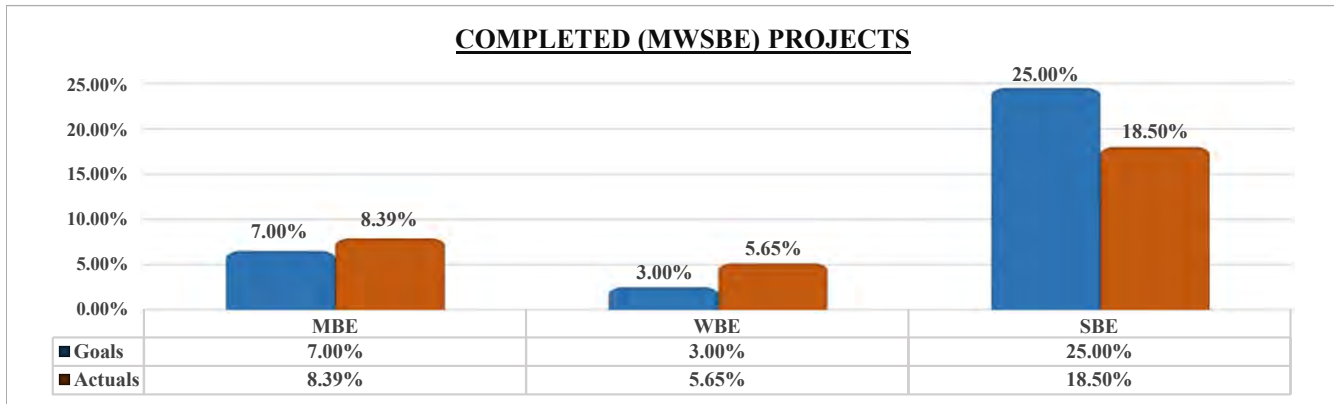
**Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025**

ACTIVE and COMPLETED (MWSBE) PROJECTS PAYMENTS



M/WBE Actual Summary Totals \$2,836,555.02	MBE		WBE		SBE Actual Summary Totals \$0.00	SBE	
	ACTUAL	PAYMENTS	ACTUAL	PAYMENTS		ACTUAL	PAYMENTS
	4.16%	\$1,319,428.97	4.81%	\$1,526,489.64		0.00%	\$0.00

PROJECT NO.	CONTRACTOR / CONSULTANT	PROJECT VALUE	TOTAL PAYMENTS TO DATE	MBE GOAL 7%	MBE PAYMENTS	WBE GOAL 3%	WBE PAYMENTS	SBE GOAL 25%	SBE PAYMENTS
C-502A	AECOM Transp.	\$ 34,099,000.00	\$ 31,733,432.19	4.16%	\$ 1,319,428.97	4.81%	\$ 1,526,489.64		\$ -



M/WBE Actual Summary Totals \$141,820,320.30	MBE		WBE		SBE Actual Summary Totals \$18,938,470.71	SBE	
	ACTUAL	PAYMENTS	ACTUAL	PAYMENTS		ACTUAL	PAYMENTS
	8.39%	\$11,903,166.05	5.65%	\$8,008,051.95		18.50%	\$3,502,973.00

The details relative to the Completed Projects data above are available in the following page.

**Delaware River Joint Toll Bridge Commission
Meeting of November 24, 2025**

**Minority, Women and Small Business Enterprise Payment Reporting for
Completed Contracts**

*Categories highlighted below indicates the Prime has either met or exceeded the target.

PROJECT NO.	CONTRACTOR / CONSULTANT	CONTRACT VALUE	MBE GOAL 7.0 %	MBE PAYMENTS	WBE GOAL 3.0 %	WBE PAYMENTS	SBE GOAL 25.0 %	SBE PAYMENTS
DB-427B	A.P. Construction	\$ 4,356,866.00	10.00%	\$ 435,686.60	7.30%	\$ 318,051.22		
T/TS-573A	A.P. Construction	\$ 7,823,588.00	7.69%	\$ 601,633.92	4.92%	\$ 384,920.53		
T-440BR	A.P. Construction	\$ 4,608,295.33	11.70%	\$ 539,170.55	7.33%	\$ 337,788.05		
TTS-476A-2	A.P. Construction	\$ 3,511,153.06	7.20%	\$ 252,803.02	5.50%	\$ 193,113.42		
T-472A	Allied Painting	\$ 15,595,983.76	9.70%	\$ 1,512,810.42	15.00%	\$ 2,339,397.56		
C-443A	Ammann & Whitney	\$ 770,909.81	10.00%	\$ 77,090.98	14.00%	\$ 107,927.37		
C-445A	Ammann & Whitney	\$ 920,304.08	7.20%	\$ 66,261.89	3.20%	\$ 29,449.73		
C-732A	Arora and Associates, PC	\$ 788,087.07	100.00%	\$ 788,087.07				
C-629B	Michael Baker	\$ 500,000.00					2.79%	\$ 13,937.96
T-474A	Bracy Contracting	\$ 2,660,000.00	6.05%	\$ 160,930.00	2.87%	\$ 76,342.00		
C-474A	Brinjac	\$ 287,603.87	8.00%	\$ 23,008.31	9.00%	\$ 25,884.35		
C-627A	Buchart Horn	\$ 132,374.35						
C-598A	Burns Group	\$ 408,272.00					8.00%	\$ 32,661.76
C-454A	Carroll Engineers	\$ 500,000.00	18.10%	\$ 90,500.00	5.90%	\$ 29,500.00		
C-543A	Cherry Weber	\$ 612,233.00					28.30%	\$ 173,261.94
C-639A	Cherry Weber	\$ 401,455.40	18.10%	\$ 72,663.43	5.90%	\$ 23,685.87		
T-498A	Cornell & Co.	\$ 1,999,015.22	9.30%	\$ 185,908.42	6.30%	\$ 125,937.96		
T-554A	Dayspring Electric	\$ 232,117.66						
C-628A	Dewberry	\$ 474,625.86	9.69%	\$ 46,014.78	13.27%	\$ 62,999.77	9.12%	\$ 43,294.17
C-454B	French & Parello	\$ 500,000.00					17.00%	\$ 85,000.00
C-627B	French & Parello	\$ 276,851.59					5.70%	\$ 28,487.21
C-453A	Gannett Fleming	\$ 1,000,000.00	5.33%	\$ 53,300.00	0.87%	\$ 8,700.00		\$ -
C-598B	Gannett Fleming	\$ 367,353.90					8.95%	\$ 32,878.17
C-566A	Greenman Pedersen	\$ 350,675.02	9.54%	\$ 33,464.64	0.83%	\$ 2,924.37		\$ -
C-599B	Greenman Pedersen	\$ 1,000,000.00					4.00%	\$ 40,000.00
CM-437A	Greenman Pedersen	\$ 2,559,020.59					19.50%	\$ 499,009.02
CM-440B	Greenman Pedersen	\$ 753,336.71					17.64%	\$ 132,888.60
T-441A	H & G Contractors	\$ 1,586,698.00	6.60%	\$ 104,722.07	1.57%	\$ 24,911.16		
C-530A	Hill International	\$ 400,000.00	2.50%	\$ 10,000.00				
CM-427B	Hill International	\$ 629,749.00					13.60%	\$ 85,645.86
CM-447B	Hill International	\$ 973,401.52	4.10%	\$ 39,909.46	2.10%	\$ 20,441.43		
CM-442A	Hill International	\$ 319,826.73					25.14%	\$ 80,404.44
CM-573A	Hill International	\$ 1,038,384.48	6.20%	\$ 64,379.84	5.80%	\$ 60,226.30		
C-629A	Hill International	\$ 147,560.34					13.66%	\$ 40,993.70
T-506A	HRI	\$ 13,727,411.69	7.17%	\$ 984,255.42	2.91%	\$ 399,467.68		
TS-505A	I EW	\$ 661,352.00	55.00%	\$ 363,743.60	8.93%	\$ 59,058.73		
DB-563A	J. Fletcher Creamer	\$ 1,283,717.00	15.00%	\$ 192,557.55	4.00%	\$ 51,348.68		
TTS-634AR	J. Fletcher Creamer	\$ 896,808.00	8.35%	\$ 74,885.53	0.42%	\$ 3,755.75		
T-437A	J.D. Eckman	\$ 24,412,321.90	7.48%	\$ 1,826,041.68	3.04%	\$ 742,134.59		
C-549AR	Jacobs Engineering	\$ 445,549.98	8.02%	\$ 35,745.16	3.11%	\$ 13,866.11		
TS-442A	James A. Anderson	\$ 2,149,268.62	6.30%	\$ 135,403.92	1.30%	\$ 27,940.49		
TS-443A	James A. Anderson	\$ 2,461,975.00			6.10%	\$ 150,180.48		
T-543A	James D. Morrisey	\$ 6,683,640.40	4.80%	\$ 320,814.74	8.64%	\$ 577,466.53		
CM-444A	JMT	\$ 905,196.00	9.50%	\$ 85,993.62	2.80%	\$ 25,345.49		
CM-506A	JMT	\$ 1,459,000.00	7.65%	\$ 111,613.50	2.40%	\$ 35,016.00		
CM-543A	JMT	\$ 752,729.58					30.60%	\$ 230,335.25
C-506A	K.S. Engineers	\$ 1,156,622.33	63.38%	\$ 733,067.23	13.44%	\$ 155,450.04		
TTS-476A-1	Kyle Conti	\$ 4,128,641.00	0.09%	\$ 3,715.78	9.00%	\$ 371,577.69		
C-628B	Louis Berger Group	\$ 781,897.95					9.21%	\$ 92,111.29
DB-562A	M.L. Ruberton	\$ 344,492.68	8.30%	\$ 28,592.89	3.80%	\$ 13,090.72		
T-475A	Miniscalco	\$ 68,229.51	2.25%	\$ 1,535.16	1.20%	\$ 818.75		
TS-445A	Neshaminy Contractors	\$ 6,285,926.10	16.90%	\$ 1,062,321.51	2.70%	\$ 169,720.00		
TS-447B	Neshaminy Contractors	\$ 8,955,586.24	8.60%	\$ 770,180.42	2.58%	\$ 231,054.12		
C-437B	Parsons Brinkerhoff	\$ 2,254,674.00					22.54%	\$ 508,203.52
C-437A	Pennoni Associates	\$ 764,181.39					24.00%	\$ 183,403.53
C-455B	Remington & Vernick	\$ 400,000.00					2.49%	\$ 9,960.00
TS-444A	Road-Con	\$ 7,814,850.68	4.87%	\$ 380,583.23	0.31%	\$ 24,226.04		
T-639A	Road-Con	\$ 3,324,313.00			13.90%	\$ 462,079.51		
T-746B	Road-Con	\$ 5,603,676.34	1.40%	\$ 116,459.43	1.50%	\$ 84,149.60	3.14%	\$ 175,970.46
C-621A	Rummel, Klepper & Kahl	\$ 487,881.64	9.01%	\$ 43,941.24	3.16%	\$ 15,427.54		
T-624A	Sparwick	\$ 874,601.00	7.60%	\$ 66,469.68	0.75%	\$ 6,559.51		
C-440B	Stantec	\$ 728,011.79	4.75%	\$ 34,580.56	2.80%	\$ 20,384.33		
C-440A	Stantec	\$ 405,011.03	4.80%	\$ 19,440.53	6.60%	\$ 26,730.73		
C-600A	STV	\$ 800,000.00					12.60%	\$ 100,800.00
CM-472A	STV	\$ 1,728,385.40					23.80%	\$ 411,355.73
CM-474A	STV	\$ 291,172.17						
C-538A	STV	\$ 500,000.00	1.25%	\$ 6,250.00	31.20%	\$ 156,000.00		
CM-443A	STV	\$ 204,152.63	16.75%	\$ 34,195.57	11.00%	\$ 22,456.79		
CM-445A	STV	\$ 682,064.44					26.00%	\$ 177,336.75
CM-498A	STV	\$ 571,665.66	12.00%	\$ 68,599.88	2.40%	\$ 13,719.98		
C-453B	T & M Associates	\$ 1,000,000.00					18.90%	\$ 189,000.00
C-07-11	Transsystems	\$ 747,493.55					21.05%	\$ 157,347.39
C-447B	Transsystems	\$ 666,016.64	8.00%	\$ 53,281.33	2.00%	\$ 13,320.33		
CM-476A	Trumbull	\$ 699,250.00	13.60%	\$ 95,098.00	6.10%	\$ 42,654.25		
C-505A	Urban Engineers	\$ 154,598.70					36.50%	\$ 56,428.53
C-539A	URS Corporation	\$ 265,070.69						

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

**OPERATIONS INDEX
FOR
INFORMATION TECHNOLOGY**

SUBJECT	DESCRIPTION	PAGE NUMBER
Information Technology	Status Report Month of October 2025	1-2





DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 2025

Information Technology Department Report Month of October 2025


The following activities under the general heading of Information Technology were recently initiated, accomplished, or performed:

Helpdesk/Deployments:


-  Processed 34 work orders for the month of September.
-  Includes all software support, IT daily tasks, printer and desktop support, Intranet, news and job postings, telephone support, and form design/updates.
-  Includes configuration and deployment of desktops, laptops, and cell phones.
-  Includes MUNIS, ADP, Maximo, ESS CAD/RMS, and other Enterprise Software updates and maintenance, and EZ-Pass support.

Projects:


CAD/RMS Implementation:

-  All desktops have been deployed and we are resolving the final punch list of issues.


PSBS Mobile Data Terminal Deployment:

-  We are currently configuring and deploying Mobile Data Terminals to the various Commission patrol vehicles.


Security, Upgrades, and Migration Initiative:

-  We continue to roll out Windows 11 and will continue through October/November.


Network Upgrades:

-  We have deployed new network equipment at several sites and will continue to do so through the end of the year.

Telephone System Upgrades:

-  We are in the process of upgrading our telephone desktop sets over the next several months.


Maximo Upgrade:

-  We have started planning a new project to start an upgrade to the next version of Maximo; our Asset Management system.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 2025

Meetings Attended:

-  **Every Monday: IAG Tech Committee Call:** General IAG Tech Committee discussion and status. Nothing to report.

**DELAWARE RIVER JOINT TOLL BRIDGE
COMMISSION
Meeting of November 24, 2025**

OPERATIONS

INDEX FOR

TRAINING AND EMPLOYEE SAFETY

SUBJECT	DESCRIPTION	PAGE NUMBER
Training & Employee Safety	Status Report Month of October 2025	1 of 2

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

TRAINING AND EMPLOYEE SAFETY DEPARTMENT
MONTH OF OCTOBER 2025

The activities delineated below represent meetings, communications, tasks, and/or accomplishments of the Training and Employee Safety Department for the Month of October 2025

- 10/01: Assisted with Day 3 (Week #3) of Basic Supervisors Training @ NHL
- 10/01: Facilitated Annual Storm Water Management Refresher Training @ SRMC
- 10/02: Assisted w/Day 4 (Week #3) of Basic Supervisors Training @ NHL
- 10/02: Facilitated Annual Storm Water Management Refresher Training @ NHL/SRMC
- 10/03: Assisted with the 5th Day (Week #1) of Basic Supervisors Training @ NHL
- 10/06: Assisted with Day 1 (Week #4) of Basic Supervisors Training @ NHL
- 10/06: Facilitated Day #1 of PSBS Onboarding @ NHL
- 10/06: Reported Monthly TES Dept. activities at the Administrative Department Mtg
- 10/07: Assisted with Day 2 (Week #4) of Basic Supervisors Training @ NHL
- 10/07: Facilitated Day #2 of PSBS Onboarding @ NHL
- 10/08: Assisted w/Day 3 (Week #4) of Basic Supervisors Training @ NHL
- 10/08: Facilitated Day #3 of PSBS Onboarding @ NHL
- 10/08: Attended a Training Utilization Mtg @ SF facilitated via the CAO
- 10/09: Assisted w/Day 4 (Week #4) of Basic Supervisors Training @ NHL
- 10/09: Facilitated Day #4 of PSBS Onboarding @ NHL
- 10/09: Participated in the Staff Mtg to report TES Dept. Monthly Activities
- 10/09: WPS Dir. attended a FEMA Course/Explosive Device Detection (Princeton)
- 10/10: Facilitated the 5th Day of PSBS Onboarding @ NHL
- 10/10: Assisted with the 5th Day (Week #2) of Basic Supervisors Training @ NHL
- 10/15: Inspected AED's/First Aid supplies at SR Facilities

- 10/15: Assisted with (2) sessions of “Harassment Prevention” Training @ the DWG
- 10/16: Facilitated Online Traffic Control Coordinator Refresher Training for (4) MW’s
- 10/16: Facilitated Annual Storm Water Management Refresher Training @ PC
- 10/16: Met with TES Dept. personnel to discuss ADP LMS protocols
- 10/17: Assisted with Day #5 (Week #3) of Basic Supervisors Training @ NHL
- 10/20: Assisted with Day 1 (Week #5) of Basic Supervisors Training @ NHL
- 10/21: WPS Director provides support for a Special maintenance Project @ MM
- 10/21: Facilitated Corp./RMS Promotional Prep Classes @ EP
- 10/21: Assisted with Day 2 (Week #5) of Basic Supervisors Training @ NHL
- 10/22: Newly hired MW attends CDL Theory Course in Somerset County (Bridgewater)
- 10/22: Assisted with Day 3 (Week #5) of Basic Supervisors Training @ NHL
- 10/23: WPS Director facilitated the monthly WPSC Mtg at the EP Facility
- 10/23: Assisted with Day 4 (Week #5) of Basic Supervisors Training @ NHL
- 10/24: Assisted with the 5th Day (Week #4) of Basic Supervisors Training @ NHL
- 10/27: Assisted with Day 1 (Week #6) of Basic Supervisors Training @ NHL
- 10/28: Assisted with Day 2 (Week #6) of Basic Supervisors Training @ NHL
- 10/28: TEAMS Mtg w/TES to discuss import of historical training records in LMS
- 10/29: Admin. Coordinator/TES Dir. meet w/PSBS to discuss training needs of new hire
- 10/29: Assisted with Day 3 (Week #6) of Basic Supervisors Training @ NHL
- 10/29: Administered/proctored promotional exams held at the EP Facility
- 10/30: Assisted with Day 4 (Week #6) of Basic Supervisors Training @ NHL
- 10/30: Fall Protection/Harness Training for (18) affected commission personnel
- 10/30: Participated in the Monthly Admin. Dept. mtg to report TES Activities
- 10/31: Inspected AED’s/First Aid supplies at each facility in the CR

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

COMMUNICATIONS

The following Pages reflect the reports on those items assigned to the Communications Department. Each item is reported separately and page numbered accordingly.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

**OPERATIONS INDEX
FOR
COMMUNITY AFFAIRS**

SUBJECT	DESCRIPTION	PAGE NUMBER
Community Affairs	Status Report Month of October 2025	1-2

Community Affairs Report October 2025

The following Community Affairs activities took place in October of 2025

Uhlerstown-Frenchtown Toll-Supported Bridge Rehabilitation

Attended bi-weekly project meetings. Notified construction team of special events being held in the area. Disseminated information regarding the full bridge opening of October 18-19, and subsequent full daytime closures. Began preliminary planning for opening event – dependent on final completion of lighting system.

New Hope-Lambertville Toll Bridge AET Conversion

Attended bi-weekly project meetings. Provided notice of late-night work to neighboring residents. Responded to questions regarding aesthetics and construction schedule.

Southern Operations and Maintenance Facilities

Followed up with Morrisville neighbor regarding fence competition. The contractor replaced the final section but had left a tree stump. Maintenance Supervisor Michael Schermerhorn took care of the issue. Neighbor satisfied and appreciative.

Bridge lighting

Programmed monthly shows and updated website with schedule. Assisted Justin Bowers with on-site review of all shows at Northampton Street to adjust as needed and identify any problem areas, as end of warranty period is approaching. New Hope-Lambertville lights are currently only partially functioning, as work on the electrical system continues.

October shows included awareness campaigns for domestic violence, breast cancer, metastatic breast cancer, pregnancy and infant loss, optical neuralgia, dysautonomia, 4-H programs, after-school programs, and holidays. Shows scheduled for November include holidays, a number of medical awareness and social service campaigns and local fraternity Founders' Day. Northampton Street Bridge will feature the annual "Fight for the Lights" with the winner of the Thanksgiving Day football game school colors displayed for the holiday weekend.

Scudder Falls Deck Sealing and Shared Used Path Improvements

Attended status meetings of the SF Toll Deck and Shared Use Path Improvements project. Prepared project postcards for the contractor to distribute if approached. Prepared and posted notices along the canal paths on both sides of the bridge of the path closures. Provided updated information to Public Safety and Bridge Security Department on closure schedule.

Proposed Toll Adjustment Hearings and Public Comments

Assisted in review of presentation for the Proposed Toll Adjustment virtual public hearings. Continued to receive comments submitted and updated report. Requested additional information (full name, town of residence) for those comments lacking same.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

Northampton Street traffic concerns:

Received concerns from the owner of several businesses in Phillipsburg regarding the weekend traffic back-up caused by the closure of Larry Holmes Drive South in Easton, and the resulting closure of the center, west-bound lane of Northampton Street Bridge.

We previously had an arrangement with Easton Police (pre-COVID) that when Larry Holmes Drive South is closed, the center lane traffic would be directed straight across to Northampton Street and the right lane would turn right. This allowed both west-bound lanes to remain open and alleviated some of the traffic back-up. At some point, this pattern has been abandoned. Requested that we consider having this practice re-instituted for any events that close either sides Larry Holmes Drive.

PSBS explained that the change was requested by Easton Police Department, due to a number of accidents in the intersection when motorists are unsure where to go or attempt to cross lanes. Previous pattern will be attempted and monitored for problems.

Various Community Affairs activities

Handled a wide assortment of community affairs tasks during the month, including:

- Participated in meeting with organizers of planned 2026 Trenton Marathon. Provided information on timing of street/bridge closures from previous events.
- Scheduled meeting with Easton officials to discuss request for mural along Route 22 wall
- Attended GoHunterdon Annual meeting and Awards. The New Hope-Lambertville Toll-Supported Bridge Rehabilitation received “Special Recognition” award.
- Provided traffic statistics to Stockton NJ Mayor.
- Created sponsorship ad for Eagle Awards event
- Facilitated neighboring property owner at the Lambertville TSB in accessing to the back of his property, with assistance from New Hope Maintenance staff.
- Assisted with several Use of Facilities requests, including annual Halloween parade at Northampton Street and Turkey Trot at New Hope-Lambertville Bridge.
- Assisted the Communications Department by proofreading various news releases and communications, and editing/enhancing various images.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

ENGINEERING

The following Pages reflect the reports on those items assigned to the Engineering Department. Each item is reported separately and page numbered accordingly.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025
PROJECT STATUS REPORT

FACILITY	PM/PAM	CONTRACT DESCRIPTION	PAGE NO.
Trenton-Morrisville Toll Bridge/Langhorne	RJZ/KMS	Southern Operations & Maintenance Facilities Improvements <ul style="list-style-type: none"> • Design, C-519A • CM/CI Services, CM-519A • Construction, T-519A 	1
	HMS/SJB	TM TB ESS Cameras Infrastructure Improvements – NJ Approach <ul style="list-style-type: none"> • Design, TOA No. C-803A-1 	2
	EVO/SJB	TM TB Miscellaneous Substructure Spall Repairs <ul style="list-style-type: none"> • Design, C-788A-3 	3
	CAS/KMS	TM TB AET & PA Avenue Interchange Design <ul style="list-style-type: none"> • Design, C-691A 	4
Lower Trenton Toll-Supported Bridge	SJB/KMS	Lower Trenton TSB Truck Warning System (Pilot) & NJ Bridge Monitor Shelter <ul style="list-style-type: none"> • Final Design, TOA No. C-771A-7 	5
Calhoun Street Toll-Supported Bridge	VMF/MEM	Decorative Knee Brace Replacement <ul style="list-style-type: none"> • Design, TOA No. C-788A-2 • Construction, JOC No. T/TS-787A-005 	6
Scudder Falls Toll Bridge	SJB/KMS	Scudder Falls Bridge Replacement Project <ul style="list-style-type: none"> • Final Design, C-660A • Construction, T-668A 	7
	SJB/KMS	DMC Services for T-668A Construction of the SFB Project <ul style="list-style-type: none"> • Oversight of Final Design, TOA No. C-502A-1M 	7
	EVO/SJB	SF TB Bridge Facility Deck Sealing & Shared-Use Path PPC Overlay Improvements <ul style="list-style-type: none"> • Design, TOA No. C-759A-5 • CI Services, C-804A-1 • Construction, T/TS-785A-005 	8
Washington Crossing Toll-Supported Bridge	WMC/KMS	Washington Crossing Bridge Alternative Analysis <ul style="list-style-type: none"> • Preliminary Engineering /Environmental Documentation, C-697A 	10
New Hope-Lambertville Toll-Supported Bridge	MEM/SJB	NH-L TSB Rehabilitation <ul style="list-style-type: none"> • Design, C-694A • CM/CI Services, CM-694A • Construction, TS-694A 	11
New Hope-Lambertville Toll Bridge	CAS/KMS	NH-L TB All Electronic Tolling (AET) Conversion Design <ul style="list-style-type: none"> • Design, C-754A 	12
	VMF/CAS	<ul style="list-style-type: none"> • CM/CI, Services, CM-754A • Construction, T-754A 	12
	MEM/SJB	NH-L TB Pennsylvania Abutment Backwall Reconstruction <ul style="list-style-type: none"> • Design, TOA C-769A-3 	13
Centre Bridge-Stockton Toll-Supported Bridge	VMF/MEM	CB-S TSB Bearing and Bridge Seat Rehabilitation <ul style="list-style-type: none"> • Design, TOA No. C-769A-2 	14

Facilities are listed South to North

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Program Manager Legend

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 SJB – S. Burke
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 CAS – C. Stracciolini
 RJZ – R. Zakharia

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025
PROJECT STATUS REPORT

FACILITY	PM/PAM	CONTRACT DESCRIPTION	PAGE NO.
Lumberville-Raven Rock Toll-Supported Bridge	HMS/SJB	L-RR TSPB Concept Design for Architectural Lighting & Electronic Surveillance/Detection System Installation <ul style="list-style-type: none"> • Final Design, TOA C-803A-2 	15
Uhlerstown-Frenchtown Toll-Supported Bridge	MEM/KMS	Uhlerstown-Frenchtown TSB Rehabilitation <ul style="list-style-type: none"> • Design, C-642A • CM/CI Services, CM-642A • Construction, TS-642A 	15
I-78 Toll Bridge	CLR/SJB	I-78 NJ Roadway Rehab and Power & Communication Infrastructure Upgrades <ul style="list-style-type: none"> • Design, C-766A • Construction Management/Construction Inspection, CM-766A • Construction, T-766A 	17
Easton-Phillipsburg Toll Bridge	HMS/MEM	E-P TB Broad Street Viaduct Sidewalk Replacement <ul style="list-style-type: none"> • Design, C-789A-1 	18
Portland-Columbia Toll Bridge	MEM/SJB	NJ Route 46 Overpass Fascia Girder Repairs Inspection & Design <ul style="list-style-type: none"> • Design, TOA No. C-788A-8 	18
Delaware Water Gap Toll Bridge	CLR/RJZ	DWG Space Utilization Program Study including New Salt Storage and Equipment Storage Buildings <ul style="list-style-type: none"> • Design, TOA No. C-771A-8 	19
Milford-Montague Toll Bridge	MEM/KMS	Structural Analysis and Repairs <ul style="list-style-type: none"> • Design, TOA No. C-788A-4 	19
	HMS/SJB	M-M TB New Storage Building <ul style="list-style-type: none"> • Design, TOA No. C-789A-2 	20
Multiple Facilities and/or Commission-Wide	SJB/KMS	Capital Program Management Consultant (CPMC) & Design Management Consultant (DMC) Services for the I-95/Scudder Falls Bridge Improvement Project <ul style="list-style-type: none"> • CPMC Services 2024 through 2028, C-502A-1N 	21
	MEM/SJB	Underwater Substructure Improvements Design – All Regions <ul style="list-style-type: none"> • Design, C-782A 	21
	MEM/SJB	Bridge Inspection Platform Layout and Design Toll-Supported Bridges <ul style="list-style-type: none"> • Design, TOA No. C-788A-5 	22
	WMC/KMS	Bridge Monitor Shelter Enhancements Program Development <ul style="list-style-type: none"> • TOA No. C-771A-1 	23
	WMC/KMS	Electronic Surveillance/Detection System <ul style="list-style-type: none"> • Network Video Management System (NVMS) Integrator Services, DB-768A 	23
	CAS/KMS	Electronic Toll Collection <ul style="list-style-type: none"> • Customer Service Center/Violation Processing Center Project, DB-584A 	23
	CAS/KMS	Electronic Toll Collection System Replacement <ul style="list-style-type: none"> • Design, Build, and Maintain, DB-540A 	24

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DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025
PROJECT STATUS REPORT

FACILITY	PM/PAM	CONTRACT DESCRIPTION	PAGE NO.
	WMC/KMS	Job Ordering Contracting Services <ul style="list-style-type: none"> • Program Manager, C-727A • T/TS-784A, JOC For Bridge, Highway and Civil Work- North Region • T/TS-785A, JOC For Bridge, Highway and Civil Work- South Region • T/TS-786A, JOC Services for Building and Facility Work- North Region • T/TS-787A, JOC Services for Building and Facility Work - South Region 	25
	HMS/MEM	General Engineering Consultant <ul style="list-style-type: none"> • 2023-2025 Annual Inspections, C-757A 	26
	JRB/SJB	Toll Plaza Restriping – All Regions <ul style="list-style-type: none"> • TOA No. C-760A-6 	26
	CAS/KMS	Traffic Engineering Consultant- 2021-2022/ 2023- 2024 Annual Reports <ul style="list-style-type: none"> • TOA No. C-761A 	27
	JRB/CAS	Traffic Count Program Upgrade <ul style="list-style-type: none"> • DR-550A 	27
	CAS/KMS	Soft AET Program Management and Roadway Sign Replacement <ul style="list-style-type: none"> • Phase 2 Design, TOA No. C-770A-3 	29
	CAS/KMS	In-Lane All Electronic Toll Collection System Design, Build and Maintain <ul style="list-style-type: none"> • Design, Build and Maintain, DB-792A 	29
	CAS/KMS	New Jersey E-ZPass Services <ul style="list-style-type: none"> • Design, Build and Maintain, DB-791A 	30

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DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

**November 24, 2025
PROJECT STATUS REPORT**

TRENTON- MORRISVILLE TOLL BRIDGE/LANGHORNE

**SOUTHERN OPERATIONS & MAINTENANCE FACILITIES
IMPROVEMENTS**

Preliminary, Final & Post Design Services
Contract No. C-519A
(RJZ/KMS)

This contract is for Preliminary, Final and Post-Design Services for space utilization improvements at New Hope Lambertville Toll Bridge Executive Headquarters and the demolition and reconstruction of the Trenton Morrisville Toll Bridge Administration Building as identified under a Task Order Assignment for Space Utilization Program and Concept Study.

In accordance with the Commission's February 26, 2018, Regular Monthly Commission Meeting, this Contract was awarded to Gannett Fleming, Architects Inc. (GF). Accordingly, a Notice of Award and Limited Notice to Proceed was issued to GF effective February 27, 2018.

Currently GF is providing post-Design services for Contract T-519A by attending all project meetings, responding to requests for information, reviewing submittals, assisting in resolving conflicts in the field and clarifying the contract documents.

Construction Management/Construction Inspection Services
Contract No. CM-519A
(RJZ/KMS)

This contract is for Construction Management (CM) and Construction Inspection (CI) Services in connection with the demolition and new construction of the Southern Operations and Maintenance Facilities Improvements Project. Joseph Jingoli & Son, Inc. (JJS) was issued Notice of Award and Limited Notice to Proceed effective January 26, 2021.

JJS is currently conducting bi-weekly progress meetings along with overseeing the facility commissioning, punch list completion and contractor submittal and RFI closeouts as part of providing construction management services.

Construction
Contract No. T-519A
(RJZ/KMS)

Contract T-519A is a multi-phase, 4-year primary construction contract for the demolition and new construction of the Southern Operations and Maintenance Facilities Improvements Project. It was awarded to Bracy Construction, Inc. at the Commission Regular Monthly Meeting of June 28, 2021. Notice of Award and Limited Notice to Proceed was issued to the Contractor on June 29, 2021; Notice to Proceed was made effective July 27, 2021 and a Pre-Construction Meeting was conducted on July 29, 2021.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

November 24, 2025 PROJECT STATUS REPORT

At the **Trenton Morrisville** site, at the **new operations building**, Commission staff that occupied a temporary office trailer set at the Toll Plaza level since relocated on May 19, 2023 moved into the permanent offices on June 17, 2025. Contractor completed exterior wall waterproofing, brick façade exterior metal architectural panels and roof coping. Ceiling grid, elevator installation, windows and storefronts, interior partition walls sheet rock and painting, Mechanical, Electrical and Plumbing, flooring and interior finishes activities are complete. Removal of five (5) underground storage tanks, demolition of reconstruction of the existing courtyard, as well as new curbs, paving and sidewalks installation activities are complete. Site work continued including Toll Plaza area and landscaping. Punch-list at the DMARC building continues and Training for the site emergency Generator was provided. Furniture delivery, installation and configuration activities are complete. Mechanical equipment start-up and Commissioning activities are near completion. Building systems installation and primary control center configuration are also near completion. Commission Staff commenced with move into the Operation Building on October 27, 2025.

At the **new maintenance garage** location, the contractor completed footers, steel erection and metal roof deck, under-slab utilities' rough-in and storm water installation. Concrete slab on grade was poured, perimeter wall installation and interior wall partition is complete, and the contractor completed radiant floor piping and rough-in Mechanical, Electrical and Plumbing throughout the building. Contractor also completed the split face masonry block and architectural metal panels façade, coping, fascia, roofing, and overhead door installation activities. Interior and exterior door installation, painting, flooring and finishes activities are in progress.

At the **Langhorne site**, punch-list work and commissioning efforts continued along with Close-Out of final construction details throughout the reporting period.

ELECTRONIC SURVEILLANCE/DETECTION SYSTEM (ESS) CAMERAS AND INFRASTRUCTURE IMPROVEMENTS – NJ APPROACH

C-803A-1
(HMS/SJB)

On June 20, 2025, the Commission provided French and Parrello Associates (FPA) with Notice-to-Proceed for design services in support of construction of ESS cameras and infrastructure improvements on the Trenton-Morrisville toll bridge NJ approach. Commission Staff and the FPA team participated in a project kick-off meeting on July 1, 2025. Technical and field coordination meetings between the Commission and FPA were held during the reporting period. FPA is in the process of developing final design plans.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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PROJECT STATUS REPORT**

TRENTON - MORRISVILLE TB MISCELLANEOUS SUBSTRUCTURE SPALL REPAIRS

Design
Contract No. C-788A-3
(EVO/SJB)

This Task Order Assignment (TOA) with Traffic Planning and Design, Inc. (TPD) is for professional consultant design services, encompassing project management and coordination, verification of facility condition assessment, preliminary and final design of plans, specifications, construction schedule, engineer's estimate, and post-design services for the Trenton-Morrisville Toll Bridge Miscellaneous Substructure Spall Repairs. The not-to-exceed amount for this TOA is \$129,794.95. The contract also includes an item for chloride testing of the Ramp I & Ramp Y bridge over Bridge Street due to the extensive delamination in the northerly pier cap, as well as the repair of spalls with exposed prestressed strands at the ends of beams and superstructure members.

The TPD contract was fully executed on April 24, 2025, and the Notice to Proceed was effective on April 28, 2025. A project Kick-off meeting was held on May 2, 2025. TPD began their field inspections and coring the caps on bridge IY for chloride testing on June 6, 2025. They continued their inspection on June 20, 2025 focusing on the west end of the prestressed beams.

The first progress meeting was held on June 6, 2025. On June 30, 2025, the Commission's General Engineering Consultant Pickering, Corts & Summerson conducted additional hands-on inspection of the bridge carrying Route 1 over Route 29 NB to review their previous inspection findings in comparison to TPD findings. On July 2, 2025 a meeting was held to review the field inspection investigation, discussing the overall condition of the bridge and the typical beam deterioration. TPD has completed the load ratings for Beam 6 on the bridge carrying Route 1 over Route 29 NB and has determined that traffic restrictions are not required at this time. On July 3, 2025, TPD completed the load ratings for the deteriorated beams on the structure and provided their analysis to the Commission. TPD submitted a final Facility Condition Assessment Report on September 8, 2025.

On October 24, 2025 a meeting was held with personnel from TPD, Vector Corrosion, and the Commission to discuss the electrochemical chloride extraction (ECE) process, alternative methods (specifically galvanic anodes) to remediate high levels of chlorides in Ramp IY Piers chloride remediation costs, schedule impact of alternate remediation method and TPD's recommendation.

A decision is still required to determine the final method and additional testing may be required for the pier columns. The ECE method is estimated to take approximately 3 months for extraction and requires a dedicated water and electricity source. In contrast, the galvanic anode method has a shorter duration of approximately 2 months but requires drilling holes into areas of sound concrete for installation before patching those areas. Each method carries a distinct set of

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

November 24, 2025

PROJECT STATUS REPORT

risks and security requirements based on its duration. Corrosion potential testing is required for either option to identify the probability of active corrosion.

TPD will provide an updated project schedule during the week of November 3, 2025 and continue to assemble the construction documents.

TRENTON-MORRISVILLE TOLL BRIDGE ALL ELECTRONIC TOLLING and PA AVENUE INTERCHANGE

Design

Contract No. C-691A

(CAS/ KMS)

Commission Staff and Atkins Réalis USA Inc. held several project status meetings. Atkins Réalis is preparing a proposal for the superstructure replacement of the Route 1 over Route 29 northbound bridge (NJ Route 29 NB Overpass). The initiative for the superstructure replacement is based on recent inspection findings and evaluations. If found acceptable, a Consultant Agreement Modification will be prepared for execution.

Atkins Réalis is preparing a report summarizing the results of the workshop that discussed the preliminary roadway alignment options, toll gantry location, toll gantry options and roadway/barrier design elements. They are also preparing the Quality Assurance Plan and Design Criteria Report.

Atkins Réalis, Commission Staff and the Pennsylvania Department of Transportation (PennDOT) met to discuss the Route 1 / Pennsylvania Avenue interchange concepts and specifically a request to reconsider the round-about option. Following the meeting, the concept analysis data was resubmitted to PennDOT for their review and consideration. The project team continues to follow-up with PennDOT on this item.

Atkins Réalis requested traffic data for the Trenton – Morrisville Toll Bridge for the purpose of roadway pavement design. Commission Staff provided westbound Trenton – Morrisville Toll Bridge traffic data from 10/7/25 to 10/9/25.

Commission Staff recorded a full walk-through video of the existing toll plaza tunnel at the Trenton – Morrisville Toll Bridge and provided it to Atkins Réalis to assist them in developing recommendations regarding the tunnel, such as convert it to storage or fill/abandon it.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

**November 24, 2025
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LOWER TRENTON TOLL – SUPPORTED BRIDGE

**LOWER TRENTON TSB TRUCK WARNING SYSTEM (PILOT) and NJ BRIDGE
MONITOR SHELTER**

**Final Design
Task Order Assignment No. C-771A-7
(SJB/KMS)**

Under Task Order Assignment No. C-771A-2 French & Parrello Associates provided conceptual design services for the development of a new pilot over height vehicle detection system for the New Jersey approach to the Lower Trenton TSB. The work of that assignment was completed with acceptance of the final Concept Report dated March 6, 2024.

This project includes the design and eventual construction of a Bridge Monitor Shelter on the New Jersey approach to the Lower Trenton Toll-Supported Bridge. Conceptual layouts of the proposed Shelter have been created in conjunction with the over height detection system layout. The concepts include the need to establish construction and property easements with the City of Trenton.

On May 14, 2024, the Commission provided French & Parrello Associated with Notice-to-Proceed for final design services for the development of a new over height vehicle detection system for the New Jersey approach to the Lower Trenton TSB. A project kickoff meeting was held on May 21, 2024. On November 22, 2024, final design plans were sent to the Job Order Contractor (Mount Construction) for pricing. On December 5, 2024, a joint scoping meeting including FPA, and Mount was held at the site. On April 27, 2024, Mount provided a cost proposal and on April 28, 2024, FPA provided their comments on the cost proposal. On July 3, 2024, Mount provided a revised cost proposal and on July 23, 2024, FPA provided their comments on the cost proposal.

On September 4, 2024, Commission personnel met with City of Trenton personnel to discuss temporary construction and permanent property easements needed for this project. On January 3, 2025, DRJTBC attorneys completed an appraisal for the two City of Trenton properties that are needed for temporary construction and permanent easements for the project. On June 27, 2025, DRJTBC staff and attorneys met with City officials to discuss the project and steps needed to obtain construction and permanent property easements, with the goal of getting City Council resolutions on the agenda for their September 2025 meeting. On August 25, 2025, DRJTBC attorneys sent a draft easement agreement and draft amendment to the City's lease with the State for their review and consideration. Coordination with the City is ongoing.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

**November 24, 2025
PROJECT STATUS REPORT**

CALHOUN STREET TOLL – SUPPORTED BRIDGE

DECORATIVE KNEE BRACE REPLACEMENT

Design

Task Order Assignment Contract No.C-788A-2
(VMF/MEM)

On December 14, 2023, a Tractor Trailer crossed the CSTSB from Pennsylvania to New Jersey, and damaged five (5) end portal decorative brackets along the downstream truss.

Traffic Planning and Design, Inc. (TPD) was provided with Notice to Proceed on February 27, 2024 to design the removal and replacement of five (5) damaged ornamental cast iron portal frame brackets over the eastbound travel lane. Part of TPD’s scope under this Task Order Assignment includes finding foundries that can mold and produce the castings required. TPD provided an Addendum on March 7, 2025, revising the paint system for the faying surfaces of the bridge. TPD continued providing post-award construction phase services as necessary, during the reporting period.

Construction

Job Order Contract No. T/TS-787A-005
(VMF/HDH)

This Job Order Contract for an amount not-to-exceed \$171,495.80 is to remove and replace five (5) end portal decorative knee braces that were damaged by a tractor trailer that crossed the bridge on December 14, 2023.

The project was issued to Job Order Contractor, A.P. Construction (AP) with Notice to Proceed issued April 7, 2025. A preconstruction meeting was held on April 2, 2025, and work began to remove the damaged knee braces on April 9, 2025. The five damaged knee braces were removed by April 16, 2025, and the five unpainted areas of the bridge portal structure were tool cleaned and painted with a prime and finish coat of paint by April 22, 2025. The least damaged knee brace was shipped to Architectural Iron Company (AIC) of Milford PA on April 23, 2025 to be replicated for five new replacement knee braces. There is a 34 to 38-week lead time for the fabrication of the new knee braces. AIC submitted shop drawings of the new knee braces on June 30, 2025 and a mold was made from the sample knee brace provided and the mold was shipped from AIC to Fairmount Foundry, Inc. (FFI) of Hamburg, PA in late September 2025, where a knee brace was cast from the mold. This newly cast knee brace was shipped back to AIC and inspected by AP on October 21, 2025. AP subsequently accepted the cast knee brace and AIC released the remaining four braces for production. AIC noted that the casting of the remaining four knee braces could be completed by late November 2025, after which they will be painted and delivered to AP for reinstallation on the bridge.

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SCUDDER FALLS TOLL BRIDGE

SCUDDER FALLS BRIDGE REPLACEMENT PROJECT

Final Design
Contract No. C-660A
(SJB/KMS)

During the reporting period Michael Baker Jr., Incorporated (Baker) of Hamilton New Jersey was not requested to respond to any issues.

Construction
Contract No. T-668A
(SJB/KMS)

The remaining open permit-related issue is that the Bucks County Soil Conservation District (BCCD) Office had not yet signed-off on closeout of the National Pollutant Discharge Elimination System (NPDES) and Erosion and Sediment Control (E&S) permits. A final inspection with the BCCD took place, which identified sufficient grass establishment within the project limits. A Notice of Termination (NOT) has been submitted to BCCD by Michael Baker, the Engineer of Record. This executed NOT will close out the project permits and represent final project approval by the Pennsylvania regulatory agencies.

DESIGN MANAGEMENT CONSULTANT SERVICES

Oversight of Final Design
Task Order Assignment No. C-502A-1M
(SJB/KMS)

AECOM has provided DMC services throughout the construction of the Scudder Falls Bridge Replacement Project, Contract T-668A under Task Order Assignment C-502A-2I. The remaining unexpended funds in Task Order Assignment C-502A-2I have been transferred over to Task Order Assignment C-502A-1M and Task Order Assignment C-502A-2I has been closed out. Remaining DMC services on the Scudder Falls Project will be completed under the C-502A-1M Task order Assignment.

The remaining DMC Services include support to the Commission in the following and assistance with various project close-out activities:

Environmental Permitting – The remaining effort under this task was to coordinate a final inspection of the project site performed by the Bucks County Soil Conservation District (BCSCD) to obtain final acceptance of all BCSCD Permitting work. BCSCD self-visited the site on July 2, 2025 during the reporting period. Verbal acceptance was received from the BCSCD representative as to the adequacy of established vegetation. Commission staff, in conjunction with the final designer Michael Baker International, and the General Contractor Trumble Corporation have submitted the project Notice of Termination (NOT). After signatures by the parties are

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received on the NOT of the project, Permit Completion Forms will then be sent to the BCSCD, PADEP and the USACE. This will close-out all outstanding permitting work associated with the project other than the continued five-year monitoring period for the PA Wetlands Mitigation Site. The Commission is awaiting a response from the regulatory agency(ies).

Environmental Monitoring Services – Continuous services were provided throughout construction to meet project permit requirements. Year 2 monitoring activities for the PA Wetlands Mitigation Site, by ACT Engineers will continue through 2028. This includes monthly monitoring well readings of the groundwater levels within the wetlands site. Wetlands Monitoring Report #4 was submitted to US Army Corps of Engineers for their review on December 19, 2024.

Right of Way Transfers – Working with Commission staff and attorneys to transfer certain property and easements to NJDOT, PennDOT and Lower Makefield Township. These properties and easements were acquired by DRJTBC to construct the project but are located within jurisdiction of these other agencies or municipalities.

Contracts C-660A and T-668A Progress Support - Support of open issues resolution to achieve project acceptance by the Bucks County Soil Conservation District in Pennsylvania.

DMC Services for these remaining efforts occur on a sporadic as-needed basis

SCUDDER FALLS TOLL BRIDGE FACILITY DECK SEALING & SHARED USE PATH PPC OVERLAY IMPROVEMENTS

Professional Engineering Services

C-759A-5

(EVO/SJB)

The Commission has implemented a periodic deck sealing program at specific bridges to prolong the useful service life of the bridge decks and to mitigate the need for potential future maintenance. The Commission engaged Task Order Consultant, NAIK, under the standing professional services task order agreement, to provide design services for the bridge deck sealing of the bridges associated with the Trenton–Morrisville Toll Bridge Facility, the Scudder Fall Toll Bridge Facility and Shared Use Path PPC Overlay Improvements, and the Interstate 78 Toll Bridge Facility.

The final design bid documents, addressing all Commission comments to the pre-final design, was received on April 28, 2023. The project to seal decks at all 3 Toll Bridge facility bridge decks (T-764A) was advertised for bids on May 2, 2023. A virtual Bid Opening was held on Thursday June 1, 2023, at 2:00 PM. No bids were received.

NAIK repackaged the bid documents into three individual projects (1. Trenton–Morrisville Toll Bridge Facility; 2. the Scudder Fall Toll Bridge Facility, and 3. the Interstate 78 Toll Bridge Facility) for incorporation into other Capital construction contracts. The TMTB deck sealing was completed as part of Contract T-746A in 2024; the I-78 deck sealing was completed as part of Contract T-766A in 2025; the Scudder Falls project will be completed under a Job Order Contract

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with Mount Construction Company. The job order contract to perform the work at the Scudder Falls Facility structures was executed in September 2025 with work start on September 29, 2025. Naik will perform construction phase support services.

During this reporting period NAIK reviewed project submittals for Traffic Signs and the PPC Overlay Plan. Both submittals were Approved as Noted and sent to the contractor for application. NAIK will review the submittals for the temporary tape and permanent pavement markings once the information is submitted by the contractor in preparation of the MMA deck sealing operation scheduled to begin in November 2025.

Construction Inspection
Contract No. C-804A-1
(EVO/SJB)

At the March 31, 2025 Commissioners' Meeting, the Commission awarded Contract No. C-804A, Construction Inspection Services for the Scudder Falls Toll Bridge Deck Sealing and Shared Use Path PPC Overlay Improvements project to STV, Incorporated (STV) of Lawrenceville, New Jersey for an amount not-to-exceed of \$145,189.59. STV was provided with the Contract Notice to Proceed effective September 12, 2025. A Kick-Off meeting was held on September 19, 2025 with representatives from STV, AECOM and DRJTBC.

STV began inspection services on September 30, 2025. Because the designated primary inspector was still assigned to another project, STV supplied other qualified personnel to cover the initial period. The designated primary inspector became available on October 10, 2025, visited the project site, and has been continuously available since that date. STV's project manager has attended all progress meetings, and the inspector has maintained continuous communication with the Commission's project manager. STV is currently revising, and resubmitting reports based on feedback received from the Commission's project manager.

Construction
Contract No. T/TS-785A-005
(EVO/SJB)

All work in this project, consisting of, but not limited to, the following items of work, shall be carried out according to the Contract Plans, Specifications, and Special Provisions within the specified construction time limitations. Specific work at the Scudder Falls Toll Bridge Deck Sealing and Shared Use Path PPC Overlay Improvements include, but are not limited to:

- 1) Bridge deck sealing for selected bridges and other structures on Scudder Falls Toll Bridge facility including the Main River Bridge, Pennsylvania Canal Overpass, Taylorsville Road Overpass, and a portion of the New Jersey section of the Shared Used Path.
- 2) Restriping damaged striping caused by bridge deck sealing.

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- 3) Removing and replacing the Polyester Polymer Concrete Overlay (average approximately 1 ¼” thick) on the Pennsylvania and Main River Bridge Portions of the Shared Use Path.

A Pre-Construction meeting was held on September 19, 2025 with representatives from STV, Naik, Mount Construction Company (Mount), Eastern Highway Specialists, CMTS, AECOM, and DRJTBC in attendance. On October 1, 2025 a Pre-Activity meeting for the placement of MMA and PPC was held with representatives from STV, Naik, Mount, Eastern Highway Specialists, CMTS, AECOM, and DRJTBC in attendance. The final price proposal was approved on September 23, 2025 in the amount of \$2,614,520.02. A Notice to Proceed was issued to Mount on September 25, 2025, and project work started on September 29, 2025.

The contractor installed Maintenance and Protection of Traffic (MPT) signage on the roadway for the upcoming traffic detours and deployed Variable Message Sign (VMS) boards during the week of September 30, 2025. This preparation supports the planned work on the PA Shared Use Path (SUP). The contractor and the Commission have since updated their respective VMS boards to inform the public of the PA SUP closures.

On October 3, 2025, Mount Construction implemented an eastbound right lane and shoulder closure on I-295 to perform an MMA deck sealing test application. The subcontractor, Eastern Highway Specialists (EHS), executed the shot blasting and the application for this MMA test area. MMA placement is scheduled to begin nightly for the subsequent two weeks, starting on November 3, 2025.

EHS began the scarification operation on the SUP on October 6, 2025 and started the Polymer Portland Cement (PPC) placement on October X, 2025. The contractor has also supplied a flagger on Woodside Road near the entrance of the PA SUP to maintain required access to the canal path for the duration of the project. The PPC placement is scheduled for completion on November 1, 2025.

WASHINGTON CROSSING TOLL- SUPPORTED BRIDGE

WASHINGTON CROSSING BRIDGE ALTERNATIVES ANALYSIS

Contract No. C-697A
(WMC/KMS)

At the June 24, 2024 Commissioners Meeting, the Commission awarded Contract No. C-697A, to HDR Engineering, Inc. of Philadelphia, PA. HDR Engineering and their team of sub-consultants are providing preliminary engineering and environmental documentation type services in support of the analysis of improvement alternatives for the Delaware River crossing between Upper Makefield Township, PA and Hopewell Township, NJ.

Throughout the reporting period, work efforts focused on travel demand modeling, lead agency coordination, preparation of alternatives, historic bridge rehabilitation analysis and

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preparations for Public Scoping Meetings. Other activities included field verification of surveys, public involvement, and utility identification.

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE

NH-L TSB REHABILITATION

Design

Contract No. C-694A
(MEM/SJB)

At the February 27, 2023 Commissioners Meeting, the Commission awarded Contract No. C-694A, New Hope - Lambertville Toll-Supported Bridge Rehabilitation Design to Greenman-Pedersen, Inc. (GPI) of Lebanon, NJ for an amount not-to-exceed \$1,895,132.27. GPI was provided with Notice of Award and Limited Notice to Proceed on February 28, 2023. GPI was then issued a Full Notice to Proceed on March 22, 2023 with the execution of the Agreement with the Commission.

The construction Contract was awarded at the Commission’s November 2023 meeting. The contract work under this project is complete. However, there is some electrical troubleshooting work that is in still being addressed. GPI continues to provide support services though the project close-out phase, including electrical troubleshooting design support.

Construction Management/Inspection Services
Contract No. CM-694A
(MEM/SJB)

At the November 20, 2023 Commission Meeting, authorization was granted to award the Construction Management/Construction Inspection Services contract (CM-694A) to Urban Engineers, Inc. (Urban) of Philadelphia for the not-to-exceed amount of \$1,209,96.08. Urban Engineers, Inc. of Philadelphia was issued Notice of Award and a Limited Notice to proceed effective November 21, 2023. A project kick-off meeting has held on November 30, 2023. The full Notice to Proceed was issued December 21, 2023 with the execution of the Agreement with the Commission.

During this reporting period, the contractor continued to perform electrical issues troubleshooting. Urban continues to provide CM/CI support services for the project electrical troubleshooting.

Construction
Contract No. TS-694A
(MEM/SJB)

The Construction Contract was Awarded to Anselmi & DeCicco, Inc. (A&D) of Maplewood, NJ for a not-to-exceed amount of \$25,072,471.06 at the Commission’s November

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2023 Meeting. LNTP provided November 20, 2023 and Full Notice to Proceed on December 20, 2023.

Throughout the reporting period the Contractor continued to perform electrical system troubleshooting of the esthetic lighting system to address ongoing issues. A&D reinstalled below deck access platforms in span 6 and additional electrical inspection were performed on September 29, 2025. During this reporting period mitigation measures to rectify the issues have been established and A&D has ordered the parts for the system modifications.

NEW HOPE-LAMBERTVILLE TOLL BRIDGE

NH-L TB ALL ELECTRONIC TOLLING (AET) CONVERSION DESIGN

Design

Contract No. C-754A
(CAS/ KMS)

Rummel, Klepper & Kahl, LLP (RK&K) participated in project related meetings with PKF for the construction project as needed. During the reporting period RK&K prepared responses to Requests for Information (RFI) from the construction team and issued change of plans as needed. Additionally, RK&K completed several reviews of construction submittals from the contractor.

Construction Management/Construction Inspection Services

Contract No. CM-754A
(VMF/CAS)

At the April 28, 2025, Commissioners' Meeting, the Commission awarded Contract No. CM-754A, Construction Management/Construction Inspection Services for the New Hope-Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement Project to STV, Incorporated (STV) of Lawrenceville, New Jersey for an amount not-to-exceed of \$2,476,202.84. STV was provided with the Notice of Award and Limited Notice to Proceed effective April 29, 2025. A CM/CI Kick-off Meeting was held on May 2, 2025 and STV was issued their Notice to Proceed on May 15, 2025. STV participated in a transfer-of-Knowledge meeting on May 23, 2025 with the Designer, RK&K and TransCore and conducted the Pre-Construction and Scheduling Conferences PKF in late May 2025. STV's inspection team of Resident Engineer, Office Engineer/Inspector and two Inspectors continued providing CM/CI Services throughout the reporting period. STV conducted seven (9) progress meetings and numerous pre-activity and IT coordination meetings throughout this same period.

Construction

Contract No. T -754A
(VMF/CAS)

This Contract is the AET Tolling Implementation Plan, Phase 4 hard conversion of the southbound US 202 Pennsylvania toll facility to an open-road, highway speed, All Electronic

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Tolling (AET) system with a single-full span gantry over a reconstructed roadway that improves the US 202 roadway geometry at the existing toll facility. The project also includes the staged construction of the abutment backwall on the PA side of the New Hope-Lambertville Toll Bridge and the demolition of the existing toll plaza with a new tunnel egress.

At the April 28, 2025 Commissioners' Meeting, the Commission awarded Contract No. T-754A, New Hope-Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement to PKF-MARK III, Incorporated (PKF) of Newtown, Pennsylvania for an amount not-to-exceed \$11,863,715.00. PKF was provided with Notice of Award and Limited Notice to Proceed effective April 29, 2025 and full Notice to Proceed was issued effective June 5, 2025. A Scheduling Conference and Pre-Construction Meeting were held on May 2 and May 29, 2025 respectively. PKF mobilized, cleared trees, set temporary barrier, striping and channelizing devised and implemented Stage 1, Phase A of this project on June 30, 2025. PKF implemented Stage 1, Phase B of this project on July 14, 2025. The activities performed in Phase B to date included: shifting all traffic to the northbound bridge; funneling all southbound toll traffic to toll lane #1; demolishing the other 3 toll lanes, booths and canopy; removal of the southbound abutment backwall; forming and pouring the new southbound abutment backwall up to the corbel elevation; installation of the new toll gantry foundations; continue converting the old stairwell into the new IT room; install new underground conduit for the tolling equipment to the new IT room; remove the old and provide a temporary HVAC system to the tunnel; excavating, forming and pouring the new stair tower foundation; installing new drainage; forming and pouring concrete barrier in the southbound direction; and removing, forming and pouring the new southbound roadway sections in the new roadway configuration.

NEW HOPE-LAMBERTVILLE TB - PA ABUTMENT BACKWALL RECONSTRUCTION

Design

Task Order Agreement No. C-769A-3

(MEM/SJB)

During past annual inspections of the New Hope-Lambertville Toll Bridge, findings included the rotation of the Pennsylvania abutment toward the bridge. Monitoring has continued over the past few annual inspections, with slight movement. This movement is to the point that an in-depth inspection needed to take place to prepare the scope of work for rehabilitation of the abutment. Traffic Planning & Design (TPD) under Structural/Civil Task Order Assignment No. C-769A-3, executed October 24, 2024, was tasked with performing the inspection and determining the scope of the necessary action.

Removal of the stone veneer façade on both sides of the abutment exposed a large diagonal crack through the entire length of the abutment backwall. However, it was found that the lower abutment did not rotate and remains in stable condition. The recommendation by TPD, which received Commission concurrence, was to replace the back wall in its entirety. Under modification

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No. 1 to this Task Order Agreement TPD performed the design of the back wall replacement and prepared the necessary construction documents.

During the progression of design, the Commission decided to combine the Pennsylvania abutment backwall Reconstruction project and the All-Electronic Tolling Phase 4 Hard Conversion construction project into one (1) construction contract. Rummel, Klepper & Kahl, LLP (RK&K) performed the New Hope-Lambertville Toll Bridge AET Conversion design under contract C-754A. TPD and RK&K collaborated to combine the contract documents from each project and issue a single construction contract T-754A, which was advertised for bid on March 13, 2025. Bids were received on April 15, 2025 and the contract awarded at the Commission's April 28, 2025 meeting. A Notice of Award / Limited Notice to Proceed was issued to the successful bidder PKF-Mark III, Incorporated of Newtown, Pennsylvania the same day. The Contract was executed and the full Notice to Proceed was issued on June 5, 2025.

TPD performed post-design, post-award services throughout the reporting period.

CENTRE BRIDGE- STOCKTON TOLL-SUPPORTED BRIDGE

CB-S TSB BEARING & BRIDGE SEAT REHABILITATION

Design

Task Order Assignment No. C-769A-2
(VMF/MEM)

During the biannual inspection of the Toll-Supported bridges, the Commission's General Engineering Consultant (GEC) identified several areas that require repair at the Centre Bridge-Stockton Toll- Supported Bridge (CBSTSB). The areas of concern are identified as loose, missing and/or bent anchor bolts at the truss and sidewalk bearings with associated spalls in the bridge seats resulting in loss of bearing area. Additional areas of repair are identified at the deck joints and bridge seats of the single span bridge over the Canal at the west approach of CBSTSB.

Traffic Planning and Design, Inc (TPD) was provided with Notice to Proceed on December 13, 2022, for the design of the repairs. An inspection crew from TPD started an in-depth field inspection the week of January 9, 2023, for the purposes of determining the approach to the design and construction of the repairs. A Preliminary Condition Assessment Report (CAR) on the CBSTB conditions was submitted the end of January 2023.

A Draft CAR for the approach structure to the CBS-TSB bridge (York Road over the PA Canal) was submitted February 14th, 2023 and was reviewed by Engineering. In addition to the CAR, TPD has provided a Load Rating Analysis for this structure. The Preliminary Load Rating was received by the Commission on March 30th, 2023 and has been reviewed. The final Load Rating Report was accepted the end of May, 2023.

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Preliminary assessment reports for the structure over the canal, and for the main river bridge have been received, reviewed, and accepted. Recommendations from this report will be incorporated into a future project for rehabilitation of the bridge.

Final design documents for the stringer bearing repairs on the main river bridge as well as miscellaneous pier bearing repairs were completed on May 23, 2024.

The final design construction documents have been provided to A.P. Construction (AP) on May 24, 2024. AP provided their first cost proposal for Job Order Contract T/TS-787A-003 on August 21, 2024. TPD provided comments and assisted in the price proposal negotiations for the initial and second price proposal submitted by AP on January 31, 2025. TPD has recently reviewed the scaffolding and jacking plans submitted by A.P. Construction on August 22, 2025 and will continue to be involved in the price proposal and schedule review/negotiations until ultimately providing their recommendation for acceptance.

LUMBERVILLE – RAVEN ROCK TOLL-SUPPORTED BRIDGE

L-RR PEDESTRIAN BRIDGE (LRRTSB) ARCHITECTURAL LIGHTING & ELECTRONIC SURVEILLANCE/DETECTION SYSTEM (ESS) DESIGN

C-803A-2
(HMS/SJB)

On June 3, 2025, the Commission provided French and Parrello Associates (FPA) with Notice-to-Proceed for design services in support of construction of architectural lighting and ESS infrastructure at the Lumberville-Raven Rock toll supported bridge. Commission Staff and the FPA team participated in a project kick-off meeting on June 13, 2025. Technical coordination meetings between the Commission and FPA were held during the reporting period. FPA is in the process of developing final design plans to go out to bid.

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE

UHLERSTOWN-FRENCHTOWN TSB REHABILITATION

Design
Contract No. C-642A
(MEM/KMS)

At the January 29, 2024 Commissioners Meeting, the Commission awarded Contract No. C-642A, Uhlerstown - Frenchtown Toll-Supported Bridge Rehabilitation Design to WSP USA, Inc. (WSP) of Exton, PA for an amount not-to-exceed \$1,771,189.56. WSP was provided with Notice of Award and Limited Notice to Proceed on January 29, 2024. A project Kick-Off meeting was held on February 6, 2024. The Agreement was executed and the full Notice to Proceed was issued on February 23, 2024.

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During the reporting period, WSP continued to provide construction support services for the project, including review of submittals, general construction support, attending status meetings, and providing responses to RFIs.

Construction Management/Inspection Services Contract CM-642A (MEM/KMS)

At the December 2024 Meeting, the Commission awarded Contract No. CM-642A, Construction Management/Inspection Services for the Uhlerstown-Frenchtown Toll-Supported Bridge Rehabilitation Project, to Urban Engineers, Inc. of Cherry Hill, NJ (Urban) for a not-to-exceed amount of \$1,587,138.62. Urban was provided with Notice of Award and Limited Notice to Proceed effective December 23, 2024. The full Notice to Proceed was authorized effective March 19, 2025.

The CM/CI field office has been established in Frenchtown, NJ. The team continues to manage and inspect the construction activities. During the reporting period, the CM team has been facilitating the processing of contractor submittals and RFIs.

Construction Contract No. TS-642A (MEM/KMS)

At the December 2024 Meeting, the Commission awarded Contract No. TS-642A, Uhlerstown-Frenchtown Toll-Supported Bridge Rehabilitation, to Anselmi & DeCicco, Inc. of Maplewood, NJ (Anselmi) for a not-to-exceed amount of \$22,216,237.00. Anselmi was provided with Notice of Award and Limited Notice to Proceed effective December 23, 2024. The Agreement for this project has been executed and the full Notice to Proceed was issued on January 24, 2025.

With the exception of touch-up, blast cleaning and painting of the bridge has been completed and the above deck containment system has been removed. The bridge sidewalk has been installed and was opened to pedestrians on Wednesday August 27, 2025, in time for the Labor Day Weekend events in Frenchtown, NJ. Installation of the new bridge roadway guide railing is complete.

The detour of eastbound traffic commenced on February 20, 2025. In the evening of October 28, 2025 the bridge was reopened to two (2) way traffic. Some minor traffic interferences may be required but it is anticipated that two-way traffic will be maintained through the remainder of the project. The Contractor continues to install electrical infrastructure, esthetic lighting fixtures, and to complete miscellaneous underdeck construction work.

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I-78 TOLL BRIDGE

**I-78 TB NEW JERSEY ROADWAY REHABILITATION AND POWER &
COMMUNICATION INFRASTRUCTURE UPGRADES**

Design
Contract No. C-766A
(CLR/SJB)

This Contract is for professional consultant design services to include verification of condition assessment, preliminary and final design, and post-design services for the rehabilitation of the I-78 New Jersey Approach Roadway and reassessment of the preliminary design documents associated with the I-78 Power and Communication Infrastructure Design Services as developed by Arora and Associates, P.C. in October 2022 along with the preliminary and final design and post design services for the I-78 Power and Communication Infrastructure Design.

Arora and Associates, P.C was issued a Notice of Award and Limited Notice to Proceed effective May 23, 2023. A project kick-off meeting was held with Arora on May 31, 2023. The Contract was fully executed on June 20, 2023, with full Notice to Proceed effective June 22, 2023.

The Construction Contractor was issued Notice to Proceed effective March 22, 2024 and reached Contract Final Completion on July 16, 2025. During this reporting period Arora continued finalizing the I-78 Stormwater Mapping deliverable.

Construction Management/Construction Inspection
Contract No. CM-766A
(CLR/SJB)

At the February 26, 2024 Commissioners' Meeting, the Commission awarded Contract No. CM-766A, Construction Management/Construction Inspection Services for the I-78 New Jersey Roadway Rehabilitation and Power & Communication Infrastructure Improvements Project to Greenman-Pedersen, Incorporated (GPI) of Bridgewater, New Jersey for an amount not-to-exceed of \$2,405,208.16. GPI was provided with the Contract Notice of Award and Limited Notice to Proceed effective February 27, 2024. GPI's full Notice to Proceed was issued effective March 22, 2024.

The Construction Contractor was issued Notice to Proceed effective March 22, 2024 and reached Contract Final Completion on July 16, 2025. The problems being experienced with a couple of the new PTZ cameras since the construction contract's final completion date have been resolved and this Contract is being closed out.

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Construction
Contract No. T-766A
(CLR/SJB)

At the February 26, 2024 Commissioners' Meeting, the Commission awarded Contract No. T-766A, I-78 New Jersey Roadway Rehabilitation and Power & Communication Infrastructure Improvements to Crisdel Group, Incorporated (Crisdel) of South Plainfield, New Jersey for an amount not-to-exceed \$23,530,677.00. Crisdel was provided with Notice of Award and Limited Notice to proceed effective February 27, 2024. Crisdel's full Notice to Proceed was issued effective March 22, 2024.

The contractor had reached Contract Substantial Completion on February 19, 2025 and Contract Final Completion on July 16, 2025. During this reporting period Crisdel and their subcontractor Tiffany Electric reinstalled the repaired PTZ cameras which were subsequently integrated into the Commission's system. With all of the contract's PTZ cameras now working as designed this Contract is being closed out.

EASTON-PHILLIPSBURG TOLL BRIDGE

E-P TB BROAD STREET VIADUCT SIDEWALK REPLACEMENT C-789A-1 (HMS/MEM)

On March 11, 2025, the Commission provided Pennoni Associates with Notice-to-Proceed for design services in support of replacement/rehabilitation of upstream and downstream sidewalks on the Easton-Phillipsburg toll bridge Broad Street viaduct. Commission Staff and the Pennoni team participated in a project kick-off meeting on March 25, 2025. Field condition assessment commenced on April 15, 2025 and has been completed. Pennoni Associates has submitted the Conditions Assessment Report and is in the process of developing preliminary design plans.

PORTLAND – COLUMBIA TOLL BRIDGE

NJ ROUTE 46 OVERPASS FASCIA GIRDER INSPECTION AND DESIGN Design Task Order Assignment C-788A-8 (MEM/SJB)

On the afternoon of 7/18/2024 NJDOT's contractor (Greene Construction) for their NJ Route 46 Pavement Reconstruction Contract No. 000148100 was working on Route 46 WB, excavating their roadway below the Commission's bridge, Ramp over US Route 46 (#341). This bridge carries NJDOT Route 94 as an approach structure to the Portland-Columbia Toll Bridge. The excavator struck the lower flange of the south fascia girder (close to mid-span). A portion of the bottom flange was struck, which resulted in out-of-plane bending and a noticeable indentation

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in the flange and paint system failure. Based upon a visual inspection by personnel from the Commission's Engineering Department on 7/19/24, no rips or tears were immediately identified, nor any distress noted at the adjacent diaphragm or the nearest bearing. The bridge remains in-service with no current legal load restriction.

The overall objective of this task order assignment is to perform an inspection of the damaged girder and to prepare the necessary construction documents to allow a contractor to perform necessary repairs. TPD was provided with Notice to Proceed on March 5, 2025 to design repairs to the damaged girder. TPD has performed their field inspections and provided their findings. The repair contract documents have been completed and provided to the NJDOT contractor. These repairs have been completed and during this reporting period, this task has been closed out.

DELAWARE WATER GAP TOLL BRIDGE

SPACE UTILIZATION PROGRAM STUDY INCLUDING NEW SALT STORAGE AND EQUIPMENT STORAGE BUILDINGS

Design

Task Order Assignment No. C-771A-8

(CLR/RJZ)

This Task Order Assignment (TOA) with French & Parrello Associates (FPA) is for professional engineering services to perform a Space Utilization Study for the Delaware Water Gap Toll Bridge facilities. This includes new Salt Storage and Equipment Storage Buildings on recently purchased properties adjacent to the Toll Plaza and assess the space utilization of the existing Administration Building for an amount not-to-exceed of \$270,035.71. FPA was provided with the Notice to Proceed effective January 29, 2025.

During this reporting period FPA submitted in the project's final Concept Study Report which is under review by Commission Staff. This report includes sketches for both the existing and future DWG TB Administrative and Maintenance Buildings; the proposed new Fuel Management Systems at E-P TB, P-C TB, DWG TB and M-M TB Facilities; the final location for a Bridge Officer Shelter within the DWG TB Administrative Building; recommendations of replacing the electrical feed for the DWG TB main river bridge lighting; and an updated layout for the new DWG TB Salt Storage and Equipment Storage Buildings.

MILFORD – MONTAGUE TOLL BRIDGE

STRUCTURAL ANALYSIS AND REPAIRS

Design

Task Order Assignment No. C-788A-4

(MEM/KMS)

During the biannual inspection of the Toll bridges, the Commission's General Engineering Consultant (GEC) and Commission personnel identified areas that require repair at the Milford-

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Montague Toll Bridge (MMTB). Areas of concern included: locations where the light post standards are attached to the top chord of the trusses; an incorrectly set curb plate at the pier 3 deck joint damaged during snowplow operations; severe concrete deterioration at the approach parapets; large spalls at the pier cap & bridge seats; differential between panels at the sidewalk mid-span.

Traffic Planning and Design, Inc (TPD) was provided with Notice to Proceed on October 21, 2024 to design repairs and verify/update bridge load ratings. TPD performed field visits to the bridge site in November 2024. The project recommendations report was submitted, reviewed and accepted in July 2025. On September 25, 2025 TPD submitted a draft scope of work for the final design of this project, which is under review by Commission staff.

MILFORD-MONTAGUE TOLL BRIDGE STORAGE BUILDING

C-789A-2
(HMS/SJB)

On June 6, 2025, the Commission provided Pennoni Associates with Notice-to-Proceed for design services in support of construction of a storage building at the Milford-Montague toll bridge facility. Commission Staff and the Pennoni team participated in a project kick-off meeting on June 11, 2025. Field survey and condition assessment commenced on June 18, 2025 and has been completed. Pennoni Associates is in the process of developing final design plans.

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MULTIPLE FACILITIES AND/OR COMMISSION-WIDE

**CAPITAL PROGRAM MANAGEMENT CONSULTANT (CPMC) &
DESIGN MANAGEMENT CONSULTANT (DMC) SERVICES FOR CAPITAL
IMPROVEMENT PROJECTS**

CPMC SERVICES THROUGH DECEMBER 31, 2028

Task Order Assignment No. C-502A-1N
(SJB/KMS)

Task Order Assignment No. C-502A-1N was authorized on April 8, 2024 for the continuation of Capital Program Management Consultant (CPMC) Services through December 31, 2028. The budget currently authorized for this assignment is anticipated to cover full-staff CPMC Services through December 31, 2025. Services under this Task Order Assignment from January 1, 2026 through December 31, 2028. Under Task Order Assignment 502A-1M, AECOM continues to provide Capital Program Management Consultant (CPMC) Staff Augmentation Services for delivery of the Commission’s Capital Program. AECOM is currently providing four (4) full-time Project Managers to oversee and administer various design and construction projects that are being advanced in the Capital Improvement Program.

CPMC staff will continue to provide support to the Commission in advancing the Capital Program in the following areas: procurement assistance, scheduling and cost control, programming/planning, Project Management, Program Area Management, technical support, design oversight and support, construction oversight and support, and oversight and support of the Job Order Contract (JOC) construction work, all including coordination with multiple Commission departments outside of Engineering.

UNDERWATER SUBSTRUCTURE IMPROVEMENTS DESIGN – ALL REGIONS

Design
Contract No. C-782A
(MEM/SJB)

IH Engineers, P.C. of Princeton, New Jersey was awarded this contract and given full notice to proceed with the delivery of the executed agreement on August 18, 2023. In 2021 the Commission performed the 5-year interval underwater inspections of each of its river crossing bridges, to meet National Bridge Inspection Standards (NBIS) requirements. The findings of these inspections identified the need for bridge substructure repair and/or rehabilitation of existing scour remediation measures at bridge substructures below the water level. IH’s scope is to prepare a **Substructure Foundation Report (SFR)**, identifying foundation types and assessing vulnerability to scour at each of the Commission’s Delaware River crossings. followed by a **Condition Assessment Report (CAR)** recommending any repairs or maintenance required to mitigate potential effects of scour.).

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IH's subconsultants GPI and JMT have completed the in-depth field inspections for the preparation of the CAR and SFR. Draft CAR and SFR documents have undergone the submittal/review cycle between Commission staff and IH Engineers prior to meeting with NJDEP. A pre-application meeting with NJDEP was conducted on April 2, 2024 to review potential grout bag repair methods included in the CAR. NJDEP does not allow this method of construction in an underwater environment that is not completely "dry". Alternate repair methods are being developed by IH as the CAR continues to be progressed. IH is finalizing their reports and working on the preliminary design to support the effort to acquire the necessary permits.

IH has continued to work on both the **CAR** and **SFR**. A copy of both reports has been forwarded for constructability review under task order C-788A-6. Task Order Consultant TPD and their subconsultant Childs Engineering has performed a peer-review of the documents for four (4) bridges in the **CAR**. A meeting between Engineering and IH was held November 22nd to discuss Commission and TPD/Childs comments on the **SFR**. Revised pages of the SFR were received late December and were reviewed by Commission staff and TPD/Childs.

A meeting with IH was held on May 28th at the Commission Admin building to discuss report submissions, delays in schedule and constructability of proposed design in the CAR report. A follow-up meeting with IH was held on June 5th to discuss constructability of the CAR report. IH and the Engineering Department held 'workshop' meetings to finalize the Condition Assessment Report and its recommendations. A revised Corrective Action Report was resubmitted on September 4, 2025 and is currently under review.

BRIDGE INSPECTION PLATFORM LAYOUT AND DESIGN TOLL-SUPPORTED BRIDGES

Design

Task Order Assignment No. C-788A-5
(MEM/SJB)

The purpose of this project is to develop detailed temporary rigging access platforms, cabling and attachment details for internal Commission use. Rigging access is needed to inspect and maintain the underside of the Commission's Toll-Supported Bridges. The rigging system shall be designed to be efficiently installed, operated, and maneuvered by Commission staff.

Traffic Planning and Design, Inc (TPD) was provided with Notice to Proceed on September 24, 2024. A kick-off meeting was held on October 6. After field site visits during the October month, a meeting was held with Maintenance, Engineering, TPD and TPD's subconsultant Malick Sherer (MS). A draft report was received on January 20th, 2025 was reviewed by Commission staff. A progress Meeting was held March 20, 2025, during which TPD was asked to take an additional review of the more difficult to access bridges.

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BRIDGE MONITOR SHELTER ENHANCEMENTS PROGRAM DEVELOPMENT

Task Order Assignment No. C-771A-1
(WMC/KMS)

French & Parrello Associates, P.A. and their sub-consultant, USA Architects, Planners + Interior Designers are developing a system-wide program to enhance the Commission's inventory of bridge monitor shelters. A draft report was provided and is currently under review by Commission staff.

ELECTRONIC SURVEILLANCE / DETECTION SYSTEM NETWORK VIDEO MANAGEMENT SYSTEM (NVMS) INTEGRATOR SERVICES

Contract No. DB-768A
(WMC/KMS)

Dynamic Security, LLC (dba Secuni) continued to provide maintenance services of headend type equipment in support of the Electronic Surveillance / Detection System (ESS) under the direction of the Commission's Public Safety and Bridge Security Department, who operates the system from the Control Centers located at the New Jersey State Police's Regional Operation and Information Center (ROIC) in West Trenton, New Jersey and the New Hope-Lambertville Toll Bridge facility in New Hope, Pennsylvania.

Throughout the reporting period, work efforts focused on developing the implementation plan for the deployment of an Endpoint Detection and Response solution across the ESS.

ELECTRONIC TOLL COLLECTION CUSTOMER SERVICE CENTER/VIOLATION PROCESSING CENTER PROJECT

Contract No. DB-584A
(CAS/KMS)

Commission Staff are working with the New Jersey E-ZPass Customer Service Center (NJ E-ZPass CSC) provider, Conduent, to implement IAG Interface Control Document (ICD) version 1.60. This will allow CSCs to receive data and process transactions from other transponder protocols such as SeGo and 6C, in addition to the current TDM protocol, as well as other functionalities. Testing is completed with the NJ E-ZPass CSC and the Inter Agency Group Hub and implementation is now complete. After successful roll out of the IAG ICD 1.6 software, Commission Staff participated in daily NJ E-ZPass CSC meetings to review the system status and catch-up of file transfer and transaction processing.

Conduent continues to develop the **real time digital payment function** at the NJ E-ZPass CSC for toll by plate customers. Conduent revised the terms and conditions that will be displayed on the NJ E-ZPass website, and comments were provided from the NJTA. Conduent has released this functionality into the NJ CSC software, and they are proceeding with testing it through a small group of individuals.

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PROJECT STATUS REPORT

The NJ E-ZPass CSC launched the Amnesty Program in June 2025. NJ MVC legislation was passed and NJTA is working with the MVC on the programs. There are two programs: the Amnesty Program and the Vehicle Registration Suspension Program. The Amnesty Program must run for 180 days, with no lookback timeframe, meaning the program can go back as far as the violator wants to pay. Violation transactions after the start of the program are NOT eligible. The program is open to all violators (from any state), with tolls and fees that are \$500 or more prior to June 2025. The program must offer a 25% reduction of the fees, the program will collect 100% of the toll revenue. When applying payment, 100% of the toll amount will be satisfied first, followed by AET fees and administrative fees. The amount owed must be paid in full or no payment plan. A violator may make arrangements for a payment plan, outside of the Amnesty Program. For the NJ MVC Vehicle Registration Suspension, the transactions criteria include all NJ E-ZPass agency violations, unpaid tolls, administration fees and AET fees totaling \$500 or more; or 60 or more violations with at least one having occurred after January 2024 (legislation date).

The NJTA, as the lead agency, is facilitating all meetings with the other agencies and Conduent to manage the implementation of outstanding system elements for the New Jersey E-ZPass Customer Service Center.

ELECTRONIC TOLL COLLECTION SYSTEM REPLACEMENT

Design, Build and Maintain

Contract No. DB-540A

(CAS/KMS)

Commission Staff are working with TransCore and the NJ E-ZPass CSC provider, Conduent, to implement IAG Interface Control Document (ICD) version 1.60. This will allow CSCs to receive data and process transactions from other transponder protocols such as SeGo and 6C, in addition to the current TDM protocol, as well as other functionalities. Testing is complete with the NJ E-ZPass CSC and the Inter Agency Group Hub. Implementation of the IAG ICD 1.60 is now complete. After successful roll out of the IAG ICD 1.6 software, TransCore participated in daily NJ E-ZPass CSC meetings to review the system status and catch-up of file transfer and transaction processing.

TransCore updated the Palo Alto Networks Firewalls Operating System to introduce new features and to address issues found by the company or the community that notify Palo Alto of such issues with their systems. Vulnerability patching is essential to maintain a secure working environment.

Lane equipment cleaning is a constant activity during this time of year. Firmware upgrades are continuing on all UPS units. In addition, UPS units are affected by the extreme heat and battery conditions are being checked. Also, all lane cameras are being checked for image clarity.

Commission Staff and TransCore meet monthly to review and discuss system operational and maintenance items. A weekly call also takes place to briefly review system maintenance items for the week.

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**JOB ORDER CONTRACTING SERVICES
JOB ORDER CONTRACTING PROGRAM MANAGER
Contract No. C-727A
(WMC/KMS)**

The Gordian Group continued to provide program management services in support of the Commission's Job Order Contracting Program involving development of price proposals within the information management software as well as the construction management services in support of each individual job order.

Additional work involved initiation of updates to the front-end bid documents as well as the Construction Task Catalog and supplementary Technical Specifications to be used to procure contractors to provide job order contracting type construction services.

**JOB ORDER CONTRACTING SERVICES
FOR BRIDGE, HIGHWAY, AND CIVIL WORK – NORTH REGION
Contract No. T/TS-784A
(WMC/KMS)**

Representatives from Mount Construction Company participated in a training session on June 28, 2023 involving the JOC Information Management Software, using the Construction Task Catalog and the understanding the Job Order Development Process.

Notice-to-Proceed was issued effective July 1, 2023.

**JOB ORDER CONTRACTING SERVICES
FOR BRIDGE, HIGHWAY, AND CIVIL WORK – SOUTH REGION
Contract No. T/TS-785A
(WMC/KMS)**

Representatives from Mount Construction Company participated in a training session on June 28, 2023 involving the JOC Information Management Software, using the Construction Task Catalog and the understanding the Job Order Development Process.

Notice-to-Proceed was issued effective July 1, 2023.

**JOB ORDER CONTRACTING SERVICES
FOR BUILDING AND FACILITY WORK – NORTH REGION
Contract No. T/TS-786A
(WMC/KMS)**

Representatives from Mount Construction Company participated in a training session on June 28, 2023 involving the JOC Information Management Software, using the Construction Task Catalog and the understanding the Job Order Development Process.

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Notice-to-Proceed was issued effective July 1, 2023.

**JOB ORDER CONTRACTING SERVICES
FOR BUILDING AND FACILITY WORK – SOUTH REGION
Contract No. T/TS-787A
(WMC/KMS)**

Representatives from A.P. Construction participated in a training session on June 28, 2023 involving the JOC Information Management Software, using the Construction Task Catalog and the understanding the Job Order Development Process.

Notice-to-Proceed was issued effective July 1, 2023.

**GENERAL ENGINEERING CONSULTANT
2023-2025 Annual Inspections
Contract No. C-757A
(HMS/MEM)**

As the Commission’s General Engineering Consultant (GEC), Pickering, Corts & Summerson (PCS) provided Annual Inspection Services for Toll Bridges in 2021 and 2023, and Toll-Supported bridges in 2022 and 2024. A modification to the GEC contract in November of 2024 provided PCS a second and last extension for the 2025-2026 cycle inspections.

Toll Bridges and Facilities are scheduled to be inspected April through August of 2025. A kick-off meeting for the 2025 inspections was held with Maintenance North and Central, Engineering and the GEC on February 25, 2025. An additional KO meeting with Maintenance South was held on March 10th. Toll-Supported Bridges and Facilities Annual Regular Inspections will be in 2026, Interim Inspections for the Load-Posted Toll-Supported Bridges began in the 2nd week of April of 2025 and are complete. Facilities and grounds at all Toll Bridges and the Langhorne Maintenance Yard have been inspected. Field inspections for the Toll Bridges are complete. PCS is updating the 2025 Inspection Report and Field Notes as well as the Maintenance Report. PCS has submitted draft versions of the 2025 Inspection Report, Field Notes, and the Maintenance Report for review.

**TOLL PLAZA RESTRIPING
Design
Task Order Assignment No. C-760A-6
(JRB/SJB)**

Under this Task Order Assignment (TOA) the Consultant, Remington & Vernick Engineers (RVE), is providing professional consulting services to review, analyze, provide alternatives, and prepare construction plans for revised toll plaza and approach restriping at the seven (7) traditional toll plazas.

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PROJECT STATUS REPORT

A kickoff meeting was held on October 5, 2023, via MS Teams. A research assessment report was submitted to the Commission on October 19, 2023, and a meeting was held on October 24, 2023, to discuss it. A revised report was submitted on November 20, 2023, for internal review and coordination. A status meeting was held on February 14, 2024. RVE submitted an updated assessment report based on additional Commission comments on February 21 and it is currently under review. RVE submitted preliminary plans on April 1, 2024, and comments were provided back to RVE on April 22. Plans for Interstate 78 and Trenton – Morrisville were finalized on May 20 and provided to Engineering staff to incorporate into the current T-766A I-78 I-NJ Roadway Rehabilitation and Power & Communication Infrastructure Improvements project and for the current procurement of T-746A Trenton – Morrisville Toll Bridge Roadway Paving and Deck Sealing Improvements. The Commission has received final submission for the remaining five (5) toll plazas, which is under review.

Due to timing of the upcoming AET conversion projects, the Commission is now investigating modifying scope of this project to include incorporating the new toll plaza striping with additional full facility restriping at the Easton – Phillipsburg, Portland – Columbia, and Delaware Water Gap Toll Bridges as they were last striped in 2015, 2015, and 2021, respectively.

TRAFFIC ENGINEERING CONSULTANT

2021–2022/ 2023-2024 Annual Reports

Task Order Assignment No. C-761A

(CAS/ KMS)

Commission Staff has initiated the 2025 Traffic Engineering Report preparation with Pennoni Engineers. 2025 traffic data from the Commission’s Toll Bridges and Toll Supported Bridges was provided to Pennoni Engineers.

TRAFFIC COUNT PROGRAM UPGRADE

Contract No. DR-550A

(JRB/CAS)

A Purchase Order was issued to Signal Service, Inc. of West Chester, PA (SS) for new overhead traffic counters radar units and support materials in April 2023. SS is a member of the Pennsylvania Department of General Services COSTARS Program.

Commission staff and Signal Service continue to monitor and reconfigure or recalibrate the sensors at many bridges when needed. There are a few bridges that are problematic, including Uhlerstown – Frenchtown, Upper Black Eddy – Milford, and Riverton – Belvidere where narrow approach roadways coupled with steel guiderail has caused issues with radar counts.

At the New Hope-Lambertville Toll-Supported bridge, on September 9, 2024, the traffic counter was relocated to the PA Approach. Counts continue to be monitored due to relocation of the traffic counter during construction and with removal of the one-way closure.

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SS was issued a Purchase Order for 2025 Maintenance Services, including quarterly preventative maintenance, on January 27, 2025.

On March 3, SS was on-site at Uhlerstown – Frenchtown and New Hope – Lambertville Toll-Supported Bridges to reconfigure the counters. Uhlerstown – Frenchtown was reconfigured due to ongoing construction under TS-642A U-F TSB Rehabilitation to account for the closure of the bridge in one direction. The New Hope – Lambertville TSB counter was reconfigured due to the lifting of the one-way closure under TS-694A NH-L TSB Rehabilitation, which has been ongoing for over a year. Additionally, the traffic counter was moved during construction and the closure and was not previously configured for two-way traffic counting at its current location.

On March 25, SS revisited Uhlerstown – Frenchtown TSB to reconfigure the traffic counter due to a lane shift of the closed lane for Contract No. TS-642A. It is anticipated there will be more lane shifts in the future as the contractor performs work, and each lane shift would require a recalibration to the counters to be able to account for traffic counting in a physically different location. Engineering staff and SS will try to coordinate recalibrations in a timely manner when traffic is shifted, but it is expected this will result in the loss of data for several days or weeks after a lane shift.

On March 25, SS began quarterly maintenance on all traffic counters. On March 25 and 26, SS performed maintenance on the Center – Bridge Stockton, Uhlerstown – Frenchtown, Upper Black Eddy – Milford, Riegelsville, Lower Trenton, Calhoun Street, and Washington Crossing Toll-Supported Bridges. Maintenance was also performed on the Scudder Falls Toll Bridge. Maintenance will continue into April on the remaining bridges.

On March 31, SS continued quarterly maintenance on New Hope – Lambertville, Northampton Street, and Riverton – Belvidere Toll-Supported bridges. Maintenance was also performed on Portland – Columbia Toll Bridge.

On April 29, maintenance was performed on Easton – Phillipsburg and Trenton – Morrisville Toll Bridges.

On July 7, 8, 9, and 10, quarterly maintenance was performed at all sites except New Hope – Lambertville Toll Bridge. The counter at that site was removed from service on July 7 due to ongoing construction under T-754A New Hope – Lambertville Toll Bridge AET Conversion & PA Abutment Backwall Replacement. It will be relocated as part of the construction contract.

On August 8, representatives from Engineering and ESS met on-site at Uhlerstown – Frenchtown TSB to identify the location of the new pole to be installed under TS-642A Uhlerstown – Frenchtown TSB Rehabilitation to accommodate the traffic counter and an ESS camera.

Third Quarter maintenance began on September 2nd at Washington Crossing TSB after SS was called out for an issue with the counter. After replacing a bad media converter, SS began quarterly maintenance. Quarterly maintenance was then performed on the following bridges on the following dates:

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- September 8th: Lower Trenton, Calhoun Street, New Hope – Lambertville TSB
- September 9th: Centre Bridge - Stockton, Uhlerstown – Frenchtown, Upper Black Eddy – Milford, Riegelsville
- September 16th: Trenton - Morrisville TB, Scudder Falls TB, Interstate 78 TB, Easton – Phillipsburg TB
- September 17th: Riverton – Belvidere, Portland Columbia TB, Delaware Water Gap TB
- September 18th: Northampton Street, Milford – Montague TB

Quarterly maintenance was not performed at New Hope – Lambertville TB since the counter is offline due construction for Contract No. T-754A.

Engineering and SS will continue monitoring any issues with the sensors at other Toll-Supported Bridges where geometry and roadway appurtenances cause problems.

ELECTRONIC TOLL COLLECTION / TOLLING TASK ORDER CONSULTANT SOFT AET PROGRAM MANAGEMENT AND ROADWAY SIGN DESIGN

Task Order Assignment No. C-770A-3
(CAS/ KMS)

The RK&K team is providing program management services for the transition to All Electronic Tolling (AET) under this task order assignment. The team reviewed several revised chapters of the System Detailed Design Document, and these chapters were finalized by TransCore. Additionally, the RK&K team has coordinated activity by TransCore for the New Hope – Lambertville Toll Bridge All Electronic Tolling project. Further, the RK&K team participated with Commission Staff and TransCore on project status meetings.

IN-LANE ALL ELECTRONIC TOLL COLLECTION SYSTEM DESIGN, BUILD & MAINTAIN

Contract No. DB-792A
(CAS/ KMS)

Commission Staff, TransCore and the RK&K team participated in bi-weekly project status meetings. TransCore submitted the revised schedule and currently addressing review comments. TransCore submitted several revised chapters of the system Detailed Design Document. These documents were distributed for review and comments were provided to TransCore. RK&K reviewed the documents to confirm that our comments were addressed, and the documents were finalized by TransCore.

TransCore staff continue to meet with the New Hope – Lambertville Toll Bridge AET Conversion construction team to discuss the construction progress and to coordinate the all-electronic-tolling equipment installation and testing schedules. TransCore is working with Commission Staff and RK&K to develop the testing plans for the New Hope – Lambertville Toll Bridge AET system.

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TransCore submitted their preliminary design drawings, which were reviewed by Commission Staff and the RK&K team and comments were provided to TransCore. TransCore is revising the Business Rules Document as well as the Master Test Plan to address review comments.

TransCore is coordinating the delivery of toll host servers that will be installed at two separate Equinix locations. Lane equipment for the New Hope – Lambertville Toll Bridge AET system is being received and staged at TransCore’s Houston location. TransCore staff completed an RF survey of the New Hope – Lambertville tolling location to confirm there is no local RF interference and is developing their report as well as FCC licensing updates.

TransCore met with Conduent to coordinate using the existing network connections to communicate with the new toll host system.

NEW JERSEY E-ZPASS SERVICES

Contract No. DB-791A
(CAS/ KMS)

For the Customer Service Center Services for the New Jersey E-ZPass Group (Category A), the New Jersey Turnpike Authority (NJTA) awarded the agreements at their Board Meeting. The NJTA issued their findings from the procurement challenge, concluding that the NJTA properly determined TransCore to be the most qualified responsible proposer. Accordingly, the hearing officer recommended that the award to TransCore should be sustained and the protest of Conduent be dismissed. Contract documents were provided from the NJTA for Category A Customer Service Center Services for the New Jersey E-ZPass Group and for Category B for License Plate Review Services for the New Jersey E-ZPass Group. The documents were provided to Commission counsel for review prior to execution.

As TransCore submits various documents, they are being reviewed by the implementation team that includes North Highland and HNTB under contract with the New Jersey Turnpike Authority. Commission Staff are participating on their assigned implementation team meetings as needed. Meetings were held to review the business rules, the AET accounts/toll bills and the system architecture. Additionally, TransCore facilitated an initial meeting with Conduent, the current NJ CSC vendor, to discuss data migration.

The New Jersey Turnpike Authority issued a Request for Proposals for Category D Merchant Services.

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OPERATIONS

The following Pages reflect the reports on those items assigned to the Operations Department. Each item is reported separately and page numbered accordingly.

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**OPERATIONS INDEX
FOR
PUBLIC SAFETY & BRIDGE SECURITY**

SUBJECT	DESCRIPTION	PAGE NUMBER
Public Safety & Bridge Security	Status Reports Month of October 2025	1-24

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PUBLIC SAFETY AND BRIDGE SECURITY
Month of October 2025

The following items represent meetings, communications, tasks, and projects involving the Public Safety and Bridge Security Department (PSBS):

Radio System

- PSBS personnel and the New Jersey State Police investigated various DRJTBC radio issues during October 2025. The Portland-Columbia Intelligent Repeater, which has been dropping out from time to time, is still under review.
- In October 2025, ESS Maintenance staff continued to work with the Regions and IT to update the Maximo radio inventory database.

Access Control System

- In October 2025, ESS Maintenance staff continued upgrading components of the Commission's access control system and adjusting doors to ensure the security of Commission facilities.
- In October 2025, the Access Control System (ACS) database was audited, and pictures were updated for employees' and contractor cards.
- Various employee ACS rights were updated and changed at the supervisors' request.
- Various door alarms and ACS issues were investigated and addressed.
- Contractor and consultant temporary badges were issued for the New Hope-Lambertville AET conversion project and updated for the new Trenton-Morrisville facility.

Public Safety & Bridge Security

- PSBS continued to arrange various Pennsylvania State Police (PSP) enforcement details and safety checks at Commission bridges.
- At the request of Engineering, the high-visibility and enforcement effort at the New Hope-Lambertville AET construction has been discontinued due to the decrease in speeds and incidents.
- PSBS Control Center (CC) continues to operate 24/7, detects, documents, and assists the regional bridges with various emergencies, traffic, and security-related incidents.

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PUBLIC SAFETY AND BRIDGE SECURITY
Month of October 2025

- During October 2025, PSBS worked with Human Resources (HR) on various internal investigations.
- During October 2025, PSBS personnel worked with several police departments and DRJTBC personnel on various inquiries and investigations. As a result, PSBS personnel investigated 34 video requests.
- In October 2025, PSBS Staff attended the I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure meeting. Some ongoing issues have been addressed. The system is fully functional and is still under review.
- In October 2025, PSBS personnel reviewed and purged the ESS video storage database that contains copies of videos requested by DRJTBC personnel and outside agencies.
- In October 2025, PSBS continued working with Engineering to construct the Southern Operations & Maintenance Facilities – Trenton-Morrisville Control Center Project.
- In October 2025, work and testing continued at the New Hope Control Center on the Computer-Aided Dispatch System (CAD). Motorola continues to explore adding spell check to the CAD and avoid the duplication of reports being sent out.
- In October 2025, PSBS attended and participated in the DRJTBC Monthly WPSC meeting.
- In October 2025, PSBS completed monthly NJSP and PSP billing processing.
- In October 2025, PSBS assisted in Security details for the DRJTBC monthly Committee and Commission meetings.
- In October 2025, new trainees at the Control Center continue to progress toward their respective squads.
- PSBS Staff conducted and participated in interviews for vacant Toll-Supported Bridge Monitor positions, Control Center positions, and Administrative Generalist / Inventory Control Specialist.
- In October 2025, PSBS personnel assisted local and state law enforcement, providing traffic control for the No Kings protest at the NHLTSB.

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PUBLIC SAFETY AND BRIDGE SECURITY
Month of October 2025

Electronic Security Surveillance (ESS) Maintenance

- In October 2025, ESS Maintenance responded to and closed 48 Maximo work orders for the Commission's ESS and radio systems.
- In October 2025, ESS Maintenance worked with Engineering on a preliminary design for the Lumberville-Raven Rock lights and ESS cameras.
- In October 2025, ESS Maintenance removed radios and equipment from vehicles marked for auction.
- In October 2025, ESS Maintenance worked with contractors on the UF TSB rehab project, installing new brackets, cameras, and network equipment on the bridge deck and in the head end communication cabinet.
- In October 2025, ESS Maintenance worked on the Trenton Morrisville Administration building.
 1. Installing and programming 12 Genetec Workstations and monitors.
 2. Door lock cores and providing a punch list for contractors to complete so that all the doors operate properly for DRJTBC.
 3. Worked with Train Towers and the NJSP radio division on testing and final tuning of the building DBA system to ensure radio and cell service are available throughout the whole building.
 4. Worked with the DRJTBC control center on the layout for the videowall.
 5. Worked with Schneider Electric and Wildfire contractors on designing the RGB Spectrum infrastructure to control the videowall.
 6. Worked with DRJTBC Engineering Dept. in designing the layout for acoustic panels for the TM conference room and submitting the proper documentation to obtain a P.O. for purchasing the materials.
- In October 2025, ESS Maintenance worked with the I78 T-766A camera and infrastructure extension project on investigating the issues with PTZ cameras and determining the solution.
- In October 2025, ESS Maintenance worked with Kelley Bros. to supply our maintenance department with various door replacement quotes.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

PUBLIC SAFETY AND BRIDGE SECURITY
Month of October 2025

Miscellaneous Items

- On October 22, 2025, PSBS personnel met with the Training and Employee Safety Department to discuss the various overall training needs of Public Safety and Bridge Security. Both departments are working on a plan to address the same.
- During October 2025, Public Safety and Bridge Security (PSBS), along with Training and Employee Safety, conducted various practical training exercises throughout all three Regions and “onboarding” for PSBS personnel.

October 2025 NJSP/PSP DRJTBC Combined Stats

Bridges	N/R Accidents		Reportable Accidents		Motorist Assists		Other	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA
Milford-Montague Toll Bridge (R0440)	0	0	0	1	0	0	0	29
Delaware Water Gap Toll Bridge (N0641)	0	1	2	1	0	2	0	4
Portland-Columbia Pedestrian TSB (M0642)	0	0	0	0	0	0	0	0
Portland-Columbia Toll Bridge (M0643)	0	0	0	0	0	0	0	1
Riverton-Belvidere Toll Supported Bridge (M0644)	0	0	0	0	1	0	0	2
Easton-Phillipsburg Toll Bridge (M0645)	0	0	0	1	0	1	0	0
Northampton St TSB (M0646)	0	0	0	0	0	1	0	2
I-78 Toll Bridge (M0646)	0	3	4	1	1	7	0	33
Riegelsville Toll Supported Bridge (M0248)	0	1	0	0	0	0	0	1
Upper Black Eddy Milford Toll Supported (M0249)	0	0	0	0	0	0	0	0
Uhlertown Frenchtown TSB (M0250)	0	0	0	0	0	0	0	0
Lumberville Raven Rock TSB Ped. (M0251)	0	0	0	0	0	0	0	0
Centre Bridge Stockton TSB (M0252)	0	0	0	0	1	0	0	1
New Hope Lambertville Toll (M0253)	0	1	0	0	0	0	0	12
New Hope Lambertville TSB (M0254)	0	0	0	0	0	0	0	3
Washington Crossing TSB (M0355)	0	0	0	0	0	0	0	0
Scudder Falls Toll (M0356)	0	1	0	0	0	0	0	0
Calhoun St TSB (M0357)	0	1	0	1	0	0	0	2
Lower Trenton TSB (M0358)	0	0	0	0	0	0	0	16
Morrisville Trenton Toll (M0359)	0	2	2	2	1	0	0	3

	Citations	Warnings	Security Checks
New Jersey State Police	34	124	689
Pennsylvania State Police	142	251	999

2025 Overweight Turnaround/Overweight Crossing Report YTD

Totals

Belvidere	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	171	133	107	164	176	210	146	184	208	178			1677
NJ Side	151	114	91	150	141	168	126	162	177	165			1445
PA Side	20	19	16	10	35	42	20	22	31	13			228
Overweight Crossings	1	2	2	0	1	2	4	4	3	3			22
Northampton Street	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	672	527	574	662	728	817	806	806	832	710			7134
NJ Side	636	500	545	629	667	751	748	746	761	647			6630
PA Side	36	27	29	33	61	66	58	60	71	63			504
Overweight Crossings	0	5	2	7	6	7	4	3	5	3			42
Riegelsville	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	162	136	190	306	354	299	286	312	324	289			2658
NJ Side	116	109	148	234	243	212	212	230	261	213			1978
PA Side	46	27	42	72	111	87	74	82	63	76			680
Overweight Crossings	0	0	1	0	0	0	0	1	2	0			4
Frenchtown	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	121	151	34	33	31	27	22	34	38	22			513
NJ Side	118	141	6	33	1	1	4	4	0	18			326
PA Side	3	10	28	0	30	26	18	30	38	4			187
Overweight Crossings	2	2	0	0	0	2	1	0	1	5			13
Centre Bridge Stockton	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	66	95	84	49	114	112	125	135	125	118			1023
NJ Side	59	89	80	39	99	85	113	122	118	112			916
PA Side	7	6	4	10	15	27	12	13	7	6			107
Overweight Crossings	4	0	2	5	8	4	2	0	0	1			26
New Hope Lambertville	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	192	188	140	136	216	212	201	233	185	202			1905
NJ Side	188	180	136	97	201	180	154	219	173	160			1688
PA Side	4	8	4	39	15	32	47	14	12	42			217

Belvidere	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Overweight Crossings	0	1	0	1	1	2	2	0	1	4			12
Washington Crossing	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	113	115	131	121	215	225	188	156	144	213			1621
NJ Side	110	93	106	110	198	190	172	147	140	206			1472
PA Side	3	22	25	11	17	35	16	9	4	7			149
Overweight Crossings	3	2	2	0	1	1	1	0	1	3			14
Calhoun Street	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	66	129	113	69	137	140	176	140	73	136			1179
NJ Side	51	101	91	55	121	125	139	123	66	107			979
PA Side	15	28	22	14	16	15	37	17	7	29			200
Overweight Crossings	4	0	1	2	0	0	3	4	1	1			16
Lower Trenton	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Turnarounds	37	228	285	96	269	389	310	394	269	344			2621
NJ Side	37	214	275	90	261	370	297	370	260	331			2505
PA Side	0	14	10	6	8	19	13	24	9	13			116
Overweight Crossings	0	9	10	19	32	17	23	13	17	7			147

October 2025 Overweight Crossings-Central Region

10/31/2025

Bridge	Total Turnarounds	Total Overweights2	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued2	Local Police Response	No Response
Riverton- Belvidere	178	3	0	3	3	1	2	0	0	0	0	0
Northampton St.	710	3	3	0	3	1	2	0	0	0	0	0
Riegelsville	289	0	0	0	0	0	0	0	0	0	0	0
Uhlerstown-Frenchtown	22	5	0	5	5	1	4	0	0	0	0	0
October Totals	1199	11	3	8	11	3	8	0	0	0	0	0

Bridge	Total Turnarounds	Total Overweights	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued	Local Police Response	No Response
Riverton- Belvidere	1677	22	6	16	15	5	10	5	4	1	0	2
Northampton St.	7134	42	42	0	21	6	14	14	8	6	0	7
Riegelsville	2658	4	4	0	3	0	3	1	0	1	0	0
Uhlerstown-Frenchtown	513	13	3	10	13	5	8	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Year to Date Totals	11982	81	55	26	52	16	35	20	12	8	0	9

October 2025 Overweight Crossings-Southern Region

10/31/2025

Bridge	Total Turnarounds	Total Overweights2	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued2	Local Police Response	No Response
Lower Trenton	344	7	1	6	1	0	1	6	3	3	0	0
Calhoun Street	136	1	1	0	1	1	0	0	0	0	0	0
Washington Crossing	213	3	1	2	3	3	0	0	0	0	0	0
New Hope	202	4	4	0	2	2	0	2	0	2	0	0
Lambertville	118	1	0	1	1	0	1	0	0	0	0	0
Centre Bridge												
Stockton												
October Totals	1013	16	7	9	8	6	2	8	3	5	0	0

Bridge	Total Turnarounds	Total Overweights	Total Manned	Total Unmanned	NJSP Response	Summons Issued	Warnings Issued	PSP Response	Citations Issued	Warnings Issued	Local Police Response	No Response
Lower Trenton	2541	147	3	144	4	1	3	137	42	95	0	6
Calhoun Street	1179	16	16	0	6	4	2	8	1	7	0	2
Washington Crossing	1621	14	4	10	10	10	0	4	0	4	0	0
New Hope	1905	12	12	0	6	5	1	5	0	5	0	1
Lambertville	1023	26	2	24	24	15	9	2	1	1	0	0
Centre Bridge												
Stockton												
Year to Date Totals	8269	215	37	178	50	35	15	156	44	112	0	9

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Centre-Bridge Stockton

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	WEEK OF 31-Oct	TOTAL
Hours Worked	192	108	132	204	636
Patrols	86	40	26	52	204
Overweight Crossings	0	1	0	0	1
Overweights Refused	30	26	33	29	118
Pass Through	6	6	11	7	30
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	1	0	0	1
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	35	7	35	21	98
Jumpers / Code 100	0	0	0	0	0
Public Interactions	196	69	79	43	387
Bicycle Warnings	34	4	21	12	71
Other	0	0	0	0	0

NOTES:

2025 Supervisor Report YTD

Totals

Belvidere	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	63	60	47	34	45	42	67	94	56	105			613
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	0	0	0	0	0	0	0	0	0			0
Medical Emergency	0	1	0	0	0	0	0	0	0	0			1
MVA	0	0	0	0	1	0	1	0	1	0			3
Overweight Crossings	1	2	2	0	1	2	4	4	3	3			22
Northampton Street	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	170	121	138	96	129	96	161	199	142	212			1464
Code 100	0	0	0	1	1	1	0	1	0	0			4
DMV	0	0	0	0	0	0	0	0	1	1			2
Medical Emergency	2	0	0	0	0	1	0	0	0	0			3
MVA	2	0	0	0	1	1	1	4	0	0			9
Overweight Crossings	0	5	2	7	6	7	4	3	5	3			42
Riegelsville	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	124	60	106	75	102	69	141	168	120	165			1130
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	0	0	0	0	0	1	0	0	0			1
Medical Emergency	0	1	0	0	0	1	1	0	0	0			3
MVA	1	0	0	0	0	0	1	2	0	0			4
Overweight Crossings	0	2	1	0	0	0	0	1	2	0			6
UBE	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	53	59	44	37	46	43	71	96	53	102			604
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	0	0	0	0	0	0	0	0	0			0
Medical Emergency	0	0	0	0	0	0	0	0	0	0			0
MVA	0	0	0	0	0	0	0	0	0	0			0
Overweight Crossings	0	0	0	0	0	0	0	0	0	0			0
Frenchtown	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals

Belvidere	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	49	59	43	33	50	45	80	109	66	112			646
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	0	0	0	0	0	0	0	0	0			0
Medical Emergency	0	0	0	0	0	0	0	0	0	0			0
MVA	1	0	0	0	0	0	0	0	0	0			1
Overweight Crossings	2	2	0	0	0	2	1	0	1	5			13
LVRR Pedestrian	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	21	48	44	40	61	23	42	53	55	62			449
Code 100	0	0	0	0	0	0	0	0	0	0			0
Medical Emergency	0	0	0	0	0	0	0	0	0	0			0
Centre Bridge Stockton	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	77	72	71	89	104	53	88	99	103	100			856
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	0	0	0	0	0	0	0	0	0			0
Medical Emergency	0	0	0	0	0	0	0	0	0	0			0
MVA	0	0	0	0	1	0	0	1	0	0			2
Overweight Crossings	4	0	2	5	0	4	2	0	0	1			18
New Hope Lambertville	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	76	94	81	103	119	61	91	109	123	133			990
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	0	0	0	0	0	0	0	0	0			0
Medical Emergency	0	0	0	1	0	0	0	0	1	0			2
MVA	0	0	0	0	0	0	0	0	0	0			0
Overweight Crossings	0	1	0	1	1	2	2	0	1	4			12
Washington Crossing	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	123	127	145	154	154	74	149	144	162	156			1388
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	1	0	4	0	0	0	0	0	1			6
Medical Emergency	0	0	0	0	0	0	0	0	2	2			4
MVA	2	2	0	3	1	2	0	2	1	6			19
Overweight Crossings	3	2	2	0	1	1	1	0	1	3			14

Belvidere	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Scudder Falls	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	288	272	274	267	266	163	310	319	296	335			2790
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	3	6	10	8	11	3	5	10	10	15			81
Medical Emergency	0	0	0	0	0	0	0	1	0	0			1
MVA	1	4	2	1	0	1	4	2	2	4			21
Calhoun Street	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	128	121	138	145	143	82	139	169	154	161			1380
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	2	2	1	0	1	2	4	2	1	5			20
Medical Emergency	0	0	0	0	0	1	1	0	0	1			3
MVA	2	1	0	1	1	1	0	1	1	1			9
Overweight Crossings	4	0	1	2	0	0	3	4	0	1			15
Lower Trenton	January	February	March	April	May	June	July	August	September	October	November	December	Year to date totals
Bridge Checks	107	116	129	134	134	81	155	176	155	167			1354
Code 100	0	0	0	0	0	0	0	0	0	0			0
DMV	0	1	0	0	0	3	5	0	1	2			12
Medical Emergency	0	0	0	0	0	1	0	0	0	0			1
MVA	4	1	0	1	1	3	4	3	0	8			25
Overweight Crossings	0	9	10	19	32	17	23	13	17	7			147

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Riverton-Belvidere

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 4-Oct	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	TOTAL
Hours Worked	168	168	176	170	682
Patrols	66	72	67	74	279
Overweight Crossings	2	0	1	0	3
Overweights Refused	42	46	54	36	178
Pass Through	24	21	25	22	92
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	2	2
Police Requests	8	5	7	1	21
Fire Dept. Requests	0	0	1	0	1
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	14	15	19	8	56
Jumpers / Code 100	0	0	0	0	0
Public Interactions	81	80	74	79	314
Bicycle Warnings	2	1	6	4	13
Equipment Checks	14	14	14	15	57

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Northampton Street

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 4-Oct	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	TOTAL
Hours Worked	336	336	336	344	1352
Patrols	154	154	150	150	608
Overweight Crossings	1	1	1	0	3
Overweights Refused	194	179	161	176	710
Pass Through	6	9	3	9	27
Disabled Vehicles	0	0	0	1	1
Accidents	0	1	0	0	1
Police Requests	1	3	0	1	5
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	1	0	0	1
Traffic Control	30	22	14	17	83
Jumpers / Code 100	0	0	0	0	0
Public Interactions	159	133	139	114	545
Bicycle Warnings	23	30	21	24	98
Equipment Checks	22	22	22	21	87

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Riegelsville

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 4-Oct	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	TOTAL
Hours Worked	336	336	344	344	1360
Patrols	145	153	153	153	604
Overweight Crossings	0	0	0	0	0
Overweights Refused	59	65	98	67	289
Pass Through	4	7	1	4	16
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	1	0	0	0	1
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	26	7	38	11	82
Jumpers / Code 100	0	0	0	0	0
Public Interactions	70	68	85	40	263
Bicycle Warnings	1	2	1	0	4
Equipment Checks	25	24	28	27	104

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Upper Black Eddy-Milford

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 4-Oct	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	TOTAL
Hours Worked	120	132	96	84	432
Patrols	58	59	46	40	203
Overweight Crossings	0	0	0	0	0
Overweights Refused	0	0	0	0	0
Pass Through	0	0	0	0	0
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	0	0
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	1	1
Jumpers / Code 100	0	0	0	0	0
Public Interactions	74	61	52	33	220
Bicycle Warnings	13	0	5	2	20
Equipment Checks	9	11	8	7	35

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Uhlerstown-Frenchtown

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 4-Oct	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	TOTAL
Hours Worked	168	192	204	176	740
Patrols	78	89	93	76	336
Overweight Crossings	0	1	2	2	5
Overweights Refused	8	5	6	3	22
Pass Through	9	16	6	3	34
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	1	1
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	0	0
Jumpers / Code 100	0	0	0	0	0
Public Interactions	72	54	45	44	215
Bicycle Warnings	4	6	5	11	26
Equipment Checks	11	12	14	12	49

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Portland-Columbia Pedestrian Bridge

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 4-Oct	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	TOTAL
Hours Worked	0	0	0	0	0
Patrols	0	0	0	0	0
Overweight Crossings	0	0	0	0	0
Overweights Refused	0	0	0	0	0
Pass Through	0	0	0	0	0
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	0	0
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	0	0
Jumpers / Code 100	0	0	0	0	0
Public Interactions	0	0	0	0	0
Bicycle Warnings	0	0	0	0	0
Equipment Checks	0	0	0	0	0

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE New Hope - Lambertville

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	WEEK OF 31-Oct	TOTAL
Hours Worked	432	344	336	288	1400
Patrols	167	123	110	132	532
Overweight Crossings	2	1	1	0	4
Overweights Refused	59	54	48	41	202
Pass Through	13	2	5	3	23
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	2	1	1	0	4
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	26	26	19	27	98
Jumpers / Code 100	0	0	0	0	0
Public Interactions	666	574	466	325	2031
Bicycle Warnings	74	23	41	37	175
Other	0	0	0	0	0

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Washington Crossing

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	WEEK OF 31-Oct	TOTAL
Hours Worked	263	164	168	144	739
Patrols	45	30	38	42	155
Overweight Crossings	1	1	1	0	3
Overweights Refused	70	44	47	52	213
Pass Through	5	0	3	0	8
Disabled Vehicles	0	0	1	0	1
Accidents	3	0	0	0	3
Police Requests	4	1	1	0	6
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	59	18	28	31	136
Jumpers / Code 100	0	0	0	0	0
Public Interactions	79	24	47	33	183
Bicycle Warnings	13	0	14	9	36
Other	0	0	0	0	0

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Calhoun Street

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	WEEK OF 31-Oct	TOTAL
Hours Worked	360	288	312	288	1248
Patrols	111	65	74	124	374
Overweight Crossings	1	0	0	0	1
Overweights Refused	38	35	37	26	136
Pass Through	3	0	0	0	3
Disabled Vehicles	0	0	1	0	1
Accidents	0	0	0	0	0
Police Requests	1	0	0	0	1
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	8	15	11	7	41
Jumpers / Code 100	0	0	0	0	0
Public Interactions	15	20	16	19	70
Bicycle Warnings	0	4	0	7	11
Other	0	0	2	0	2

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Lower Trenton

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	WEEK OF 31-Oct	TOTAL
Hours Worked	252	168	188	144	752
Patrols	192	133	146	120	591
Overweight Crossings	1	1	4	1	7
Overweights Refused	88	94	89	73	344
Pass Through	5	12	8	0	25
Disabled Vehicles	0	0	0	0	0
Accidents	0	1	0	0	1
Police Requests	1	2	4	1	8
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	2	16	15	0	33
Jumpers / Code 100	0	0	0	0	0
Public Interactions	90	28	46	71	235
Bicycle Warnings	12	15	15	0	42
Other	0	0	0	0	0

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MONTHLY ACTIVITY SERVICES RENDERED REPORT

BRIDGE Lumberville - Raven Rock

MONTH October

YEAR 2025

ACTIVITY/SERVICE	WEEK OF 11-Oct	WEEK OF 18-Oct	WEEK OF 25-Oct	WEEK OF 31-Oct	TOTAL
Hours Worked	0	0	0	0	0
Patrols	22	17	13	10	62
Overweight Crossings	0	0	0	0	0
Overweights Refused	0	0	0	0	0
Pass Through	0	0	0	0	0
Disabled Vehicles	0	0	0	0	0
Accidents	0	0	0	0	0
Police Requests	0	0	0	0	0
Fire Dept. Requests	0	0	0	0	0
EMS / First Aid Requests	0	0	0	0	0
Traffic Control	0	0	0	0	0
Jumpers / Code 100	0	0	0	0	0
Public Interactions	0	0	0	0	0
Bicycle Warnings	0	0	0	0	0
Other	0	0	0	0	0

NOTES:

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of November 24, 2025

**OPERATIONS INDEX
FOR
MAINTENANCE & FLEET**

SUBJECT	DESCRIPTION	PAGE NUMBER
Maintenance & Fleet	Status Reports Month of October 2025	1-8

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
Meeting of November 24, 2025

Maintenance & Fleet – October 2025

Trenton Morrisville/Southern Region Maintenance Center

Sweep RT 1
Clean the floors at LH good house keeping
Reset attenuator between lanes 4 and 5
Replace toilet handle at Cal pa shelter
Cleaned out scuppers and expansion joint NB and SB
Fixed headache bar at Cal st both sides
Fix lights at LH
Placed crash truck TM
Made signs for NHL
Hung bracket up at Calhoun Pa for AED
Removed graffiti down in Trenton

Scudder Falls

295 multiple times
Replaced faucet 1799 sink
Change all office air filters SF Admin
Replaced faucet 1st floor men's bathroom
Pipe replacement project at AET was performed
Replaced the light fixture outside of AET front door
Winterized sprinkler system Swept
Cut the bottoms of basins C, D, and F for the PA once a year cut
Fixed elevator lights AET Building

New Hope-Lambertville

Assisted LH/TM Maint in repairing the LT sign.
Assisted ESS with a crash truck on 202 NB for repairs to an antenna.
Built new storage shed for car parts for WCTSB.
Repaired the heater at CBS, the knob was broken off.
Fixed the door handle on the 3rd floor conference room.
Hung the towel dispenser in the Lambertville shelter, it had fallen off the wall.
Cleaned all exterior windows at NHL Admin.
Installed new height restriction signs in the work zone at NHL to 14' – 0".
Assisted PKF installing metal plates over two inlets in the toll lane at NHL.

I-78

Rebuilding clothing closet in tunnel
BP-5,BP-27,BP-11,BP-3 State inspected
Continued prepping trucks for winter
Mowed Pa / weed wacked
Two days of sweeping I78 and ramps
Installed snow fence on morgan hill
Installed new light pole in welcome center
Sat night road work to fix potholes and tar cold joint
Installed new light pole exit 75 off ramp
Lane closer east bound to clean drains, light repair

Easton-Phillipsburg

Pavement marking at EP RT 22 WB
Northampton Street Arch Lighting Repairs
Trimmed trees at Toll Supported Bridges and EP for cameras
Installed lights on Vbox's
Installed all salt spreaders on Vbox's
Concrete work in EP garage
Installed light gate on F250
Prepped for snow season (salt and spreaders at all Toll-supported bridges
Cleaned and winterized water wagon (auction item)
Installed new ceiling fan for ventilation at Milford Toll Bridge

Portland-Columbia

Crack seal around salt building and parking lot in storage yard
Cleaned out debris and silt from C ditch and outfalls in NJ
Replaced rotted boards on equipment trailer
Cut down brush on riverbanks under bridge PA and NJ
Recalked sidewalk joints at Admin building and Pedestrian Bridge
Sanded, painted and replaced bolts on bollards at pedestrian bridge
Replaced front rotors and brakes on patrol car BP 13
Recalked concrete joints at salt building per inspection report

Delaware Water Gap

Removed several fallen dead trees under bridge PA side
Replaced several lights in maintenance garage
Had garage floor resurfaced
Replaced medium circulator pump
Replace soffit on salt shed

Delaware Water Gap (continued)

Ran new communication wiring for mechanic's desk
Replaced large circulator pump
Built new work bench for garage
Deployed message board for toll increase
Had bridge inspection meeting
Pest control service complete

Milford-Montague

New maintenance worker completed CDL training and obtained class A CDL.
Power washed plow trucks and coated undercarriages with Fluid Film.
Finished specialized tree project with Director Hauck onsite.
Starting to get equipment ready for snow operations.
RMS and DRMS attended inspection meeting at DWG to go over report.
Mohawk vehicle lift was repaired by First Choice.
Set up VMS board for proposed toll rate increase.
Completed Stormwater Management inlet cleaning and input data into Maximo.
Escorted Ehrlich pest control around facility and plaza.
Installed new aluminum top on work bench in attached garage.
Started rebuilding street lighting heads.
Trimming brush along property lines.
Repaired erosion underneath NJ side of bridge installed large stone aggregate.
Took MM pool car to body shops for quote on repair of deer damage.
Fabricated wooden platforms to store equipment implements off the ground outside.
Removed VMS board for proposed toll rate increase.
Took Chevy 6500 to Brown Daub in Nazareth for recall.

Fleet Department

Highlights

- NHL portable air compressor with tools received.
- I78 International Altec bucket truck work completed, and truck returned.
- All new assets accounted for in Maximo with appropriate registration and insurance as required.
- Kenworth chassis for NHL cone/ TMA vehicle is at J-TECH for upfitting. ETA early December.
- Warranty work completed on all Laneblade units by J-Tech.
- Striping machine for at EP facility in service and ready for use.

Repairs

- I78- Tires ordered for patrol and maintenance pickup vehicles.

- **EP-** Oil purchased for facility.
- **NHL-** Replacement tires ordered for patrol vehicles.
- **I78-** Batteries replaced on Mack truck.
- **I78-** Gator being repaired at I78 facility. New door.
- **PC-** Replacement muffler ordered for tar pot.
- **DWG-** Hydraulic hose line replaced on Mack.
- **NHL-** Pickup vehicle experiencing light bar issues, Elite fixed.
- **EP-** Software updates performed on new sweeper.
- **TM-** Laneblade warranty work completed and additional repairs also performed.

Miscellaneous Items

- Recalls received and forwarded to RMS to schedule and complete.
- Registration renewals submitted as needed. DMV has multiple vehicles in backlog regarding registrations. Fleet is in communication with NJ DMV weekly regarding the outstanding overdue items.
- Added new vehicles/ equipment to Fleet insurance as needed.
- Supplied accounting with new asset spread sheets.

Southern Region**Richard Taitt, Director of Maintenance****Nat Amato, Deputy Director of Maintenance****Larry Dubin, Regional Maintenance Supervisor, Trenton-Morrisville****Charles Slack, Regional Maintenance Supervisor, New Hope-Lambertville****Trenton-Morriville Toll Bridge**

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	160	96	224	240	56	232	232	216	104	8			1,568
Bldg./Facilities Maintenance	2,840	2,112	2,848	2,736	2,288	1,800	2344	2,461	2,232	2,232			23,893
Grounds Maintenance	200	240	600	816	816	768	968	736	512	640			6,296
Road Maintenance	160	112	176	264	72	104	320	296	128	168			1,800
Snow/Ice Maintenance	728	744	0	0	0	0	0	0	8	0			1,480
Vehicle Maintenance	376	272	360	256	312	192	272	320	344	432			3,136
Miscellaneous	40	64	96	24	96	144	24	240	328	448			1,504
Total Man-hours	4,504	3,640	4,304	4,336	3,640	3,240	4,160	4,269	3,656	3,928	0	0	39,677

New Hope-Lambertville Toll Bridge

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	72	32	160	304	192	448	488	200	120	88			2,104
Bldg./Facilities Maintenance	788	544	712	496	616	484	484	536	436	644			5,740
Grounds Maintenance	96	104	368	392	368	464	456	288	488	528			3,552
Road Maintenance	184	232	120	352	160	224	168	360	288	136			2,224
Snow/Ice Maintenance	632	624	80	24	0	0	0	0	64	408			1,832
Vehicle Maintenance	216	104	232	160	144	48	136	336	216	144			1,736
Miscellaneous	136	104	240	176	360	192	80	128	232	120			1,768
Total Man-hours	2,124	1,744	1,912	1,904	1,840	1,860	1,812	1,848	1,844	2,068	0	0	18,956

Central Region**Richard Taitt, Director of Maintenance****Nat Amato, Deputy Director of Maintenance****Steve Bosga, Regional Maintenance Supervisor, I-78****Open, Regional Maintenance Supervisor, Easton-Phillipsburg****Easton-Phillipsburg Toll Bridge**

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	368	272	416	304	560	336	624	616	264	48			3,808
Bldg./Facilities Maintenance	744	496	632	880	688	472	568	520	560	664			6,224
Grounds Maintenance	360	200	752	1,104	832	808	880	816	808	760			7,320
Road Maintenance	432	256	704	224	216	344	304	96	504	352			3,432
Snow/Ice Maintenance	504	608	0	0	0	0	0	0	0	120			1,232
Vehicle Maintenance	232	160	304	152	136	224	208	248	352	392			2,408
Miscellaneous	0	0	24	32	56	48	0	48	40	144			392
Total Man-hours	2,640	1,992	2,832	2,696	2,488	2,232	2,584	2,344	2,528	2,480	0	0	24,816

I-78 Toll Bridge

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	0	0	0	0	40	0	0	0	0	0			40
Bldg./Facilities Maintenance	1,256	936	1,120	864	744	652	696	688	752	800			8,508
Grounds Maintenance	152	200	472	496	576	816	752	824	568	560			5,416
Road Maintenance	16	8	320	192	48	0	280	296	376	280			1,816
Snow/Ice Maintenance	312	376	0	0	0	0	0	0	0	0			688
Vehicle Maintenance	304	200	192	240	216	136	128	160	320	304			2,200
Miscellaneous	8	24	80	32	16	0	8	8	16	48			240
Total Man-hours	2,048	1,744	2,184	1,824	1,640	1,604	1,864	1,976	2,032	1,992	0	0	18,908

Northern Region**Richard Taitt, Director of Maintenance****Nat Amato, Deputy Director of Maintenance****William Kresge, Regional Maintenance Supervisor - Portland Columbia****Leon Werkheiser, Regional Maintenance Supervisor - Delaware Water Gap****Matt Meeker, Regional Maintenance Supervisor - Milford-Montague****Portland-Columbia Toll Bridge**

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	0	0	270	144	16	16	0	0	0	18			464
Bldg./Facilities Maintenance	556	438	422	444	400	388	458	258	242	488			4,094
Grounds Maintenance	136	148	122	261	268	266	238	282	278	212			2,211
Road Maintenance	0	0	25	195	12	0	40	148	184	116			720
Snow/Ice Maintenance	110	218	32	0	0	0	0	0	0	0			360
Vehicle Maintenance	232	158	218	90	118	75	60	104	206	246			1,507
Miscellaneous	8	32	64	110	8	24	0	40	8	96			390
Total Man-hours	1,042	994	1,153	1,244	822	769	796	832	918	1,176	0	0	9,746

Delaware Water Gap Toll Bridge

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	0	8	16	311	136	16	32	84	144	8			755
Bldg./Facilities Maintenance	992	852	1,020	920	520	604	608	768	1,076	1,020			8,380
Grounds Maintenance	216	188	224	376	544	560	660	564	276	256			3,864
Road Maintenance	208	65	244	80	220	176	216	216	128	100			1,653
Snow/Ice Maintenance	168	384	0	64	0	0	0	0	8	104			728
Vehicle Maintenance	320	208	192	128	160	196	128	136	124	136			1,728
Miscellaneous	40	24	56	64	72	184	80	64	40	152			776
Total Man-hours	1,944	1,729	1,752	1,943	1,652	1,736	1,724	1,832	1,796	1,776	0	0	17,884

Milford-Montague Toll Bridge

Task	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total Staffing-Hours
Bridge Maintenance	0	0	0	144	16	0	0	40	0	0			200
Bldg./Facilities Maintenance	670	540	638	544	472	520	626	480	502	628			5,620
Grounds Maintenance	62	64	112	148	312	292	236	290	194	182			1,892
Road Maintenance	0	0	32	56	24	32	136	138	132	96			646
Snow/Ice Maintenance	69	76	0	4	0	0	0	0	0	0			149
Vehicle Maintenance	176	144	202	88	200	178	192	240	134	190			1,744
Miscellaneous	0	0	16	24	48	64	24	48	168	8			400
Total Man-hours	977	824	1,000	1,008	1,072	1,086	1,214	1,236	1,130	1,104	0	0	10,651

2025-2026 Vehicle and Equipment Purchases- Status Update

V&E Item #	Vehicle/ Equipment Description	Location	Location #	New or Replacement	V&E Purchases Originally Approved	G/L Account	2025-2026 Capital Budget	Budget Transfer In/Out	Revised V&E Budget	Actual Cost	Remaining Budget
2025-135-N-02-2025	20' Tilt Deckover Style Trailer	LH	135	N	2025	61213599-9911-2500A	\$20,000.00		\$20,000.00	\$14,329.74	\$5,670.26
2025-135-N-03-2025	20' Landscape Style Trailer	LH	135	N	2025	61213599-9911-2500A	\$15,000.00		\$15,000.00	\$8,492.32	\$6,507.68
2025-135-N-05-2025	Crash Truck with Attenuator and Arrow Board- (Med Duty Chassis 25,000-34,000 GVW- Includes Upfitting & ESS Radio)	LH	135	N	2025	61213599-9911-2500A	\$210,000.00		\$210,000.00	\$157,926.78	\$52,073.22
2025-135-R-04-2025	20' Jet Motor Work Boat (120Hp Jet Outboard)	LH	135	R	2025	61213599-9911-2500A	\$80,000.00		\$80,000.00	\$71,076.00	\$8,924.00
2025-135-N-01-2025	Hydraulic Brine Dispenser Tank- (1750 Gallon Capacity)	LH	135	N	2025	61213599-9911-2500A	\$30,000.00		\$30,000.00	\$22,629.75	\$7,370.25
2018-115-N-01-2025	Med Size Bucket Truck (To replace used unit inherited from NHL)	SF	115	N	2018	61111599-9911-2100A	\$275,000.00		\$275,000.00	\$204,436.00	\$70,564.00
2025-120-N-01-2025	Laneblade (attachment only- to be installed on Maximo Asset #20022)	NHL	120	N	2025	61112099-9911-2500A	\$50,000.00		\$50,000.00	\$41,510.00	\$8,490.00
2025-120-N-02-2025	Zero Turn 48" Mower	NHL	120	N	2025	61112099-9911-2500A	\$20,000.00		\$20,000.00	\$8,598.00	\$11,402.00
2025-120-N-05-2025	Backhoe (With trench bucket, forks, & 1.3yd bucket)	NHL	120	N	2025	61112099-9911-2500A	\$200,000.00		\$200,000.00	\$159,900.00	\$40,100.00
2025-120-R-06-2025	Sewer Jet Machine (To be shared in Southern Region)	NHL	120	R	2025	61112099-9911-2500A	\$120,000.00		\$120,000.00	\$98,175.60	\$21,824.40
2025-120-R-03-2025	Pickup Style Truck- Extended Cab-(Min 3/4Ton, includes 9' Plow, upfitting, & ESS Radio)	NHL	120	R	2025	61112099-9911-2500A	\$130,000.00		\$130,000.00	\$76,579.76	\$53,420.24
2025-120-N-04-2025	Cone, Brine, TMA Vehicle- (Med Duty Chassis- 33,000Lb GVW- Included upfitting & ESS Radio)	NHL	120	N	2025	61112099-9911-2500A	\$295,000.00		\$295,000.00	\$250,667.00	\$44,333.00
2025-120-R-07-2025	Portable Air Compressor	NHL	120	R	2025	61112099-9911-2500A	\$40,000.00		\$40,000.00	\$33,427.73	\$6,572.27
2025-210-R-04-2025	Tractor with Cab & Rear Flail Cutting Deck	I-78	210	R	2025	62121099-9911-2500A	\$60,000.00		\$60,000.00	\$51,490.89	\$8,509.11
2025-210-N-03-2025	Attenuator Unit (To be installed on existing Mack Truck- Maximo Asset #20005)	I-78	210	N	2025	62121099-9911-2500A	\$80,000.00		\$80,000.00	\$57,475.92	\$22,524.08
2025-210-N-01-2025	Van Style Vehicle- w/ articulating boom/ bucket (Includes upfitting & ESS Radio)	I-78	210	N	2025	62121099-9911-2500A	\$160,000.00		\$160,000.00	\$132,228.00	\$27,772.00
2025-210-R-02-2025	Severe Duty Tandem Axle Cab & Chassis w/ Wing Plow (66,000lb GVW Chassis- includes upfitting & ESS Radio)	I-78	210	R	2025	62121099-9911-2500A	\$490,000.00		\$490,000.00	\$452,779.54	\$37,220.46
2025-210-N-05-2025	Upgrades to 2010 Bucket Vehicle- (Replacement of hoses, wire and hose insulation, rubber items, etc.- Maximo Asset #15095) Rehabilitation will extend the vehicle a minimum of five years,	I-78	210	N	2025	62121099-9911-2500A	\$10,000.00		\$10,000.00	\$0.00	\$10,000.00
2023-220-R-01-2025	Ford F-750 size Dump vehicle w/10' plow, stainless spreader (Quote# 06272022 Trius-replacing 10' F650 vehicle)	EP	220	R	2023	62122099-9911-2300A	\$225,000.00		\$225,000.00	\$190,937.49	\$34,062.51
2025-220-R-01-2025	Laneblade (attachment only- to be installed on Maximo Asset #20006)	EP	220	R	2025	62122099-9911-2500A	\$50,000.00		\$50,000.00	\$41,510.00	\$8,490.00
2025-220-R-02-2025	36" Snow Broom	EP	220	R	2025	62122099-9911-2500A	\$7,000.00		\$7,000.00	\$9,600.00	-\$2,600.00
2025-220-R-03-2025	36" Snow Broom	EP	220	R	2025	62122099-9911-2500A	\$7,000.00		\$7,000.00	\$7,000.00	\$0.00
2025-220-N-07-2025	Snow Machine with Plow, Spreader and Snow Blower	EP	220	N	2025	62122099-9911-2500A	\$50,000.00		\$50,000.00	\$39,507.75	\$10,492.25
2025-220-N-09-2025	Attachments for Tractor- Snow Blower, Mower deck, Plow, Bagger, & Rotary Broom (Maximo Asset #20052- To be transferred to EP Facility from MM Facility)	EP	220	N	2025	62122099-9911-2500A	\$15,000.00		\$15,000.00	\$12,562.24	\$2,437.76
2022-220-R-02-2025	Aerial Lift Van, Insulated Boom	EP	220	R	2022	62122099-9911-2200A	\$190,000.00		\$190,000.00	\$162,972.00	\$27,028.00
2025-220-N-08-2025	Sweeper Machine (To be shared in Central Region)	EP	220	N	2025	62122099-9911-2500A	\$350,000.00		\$350,000.00	\$350,000.00	\$0.00
2025-220-R-06-2025	Sewer Jet Machine (To be shared in Central Region)	EP	220	R	2025	62122099-9911-2500A	\$120,000.00		\$120,000.00	\$98,175.60	\$21,824.40
2025-220-R-04-2025	Pickup Style Truck- Extended Cab, Long Bed, Plow & Spreader (1Ton vehicle- includes upfitting & ESS Radio)	EP	220	R	2025	62122099-9911-2500A	\$150,000.00		\$150,000.00	\$80,935.77	\$69,064.23
2025-220-R-05-2025	Pickup Style Truck- Extended Cab, Long Bed, Plow & Spreader (1Ton vehicle-includes upfitting & ESS Radio)	EP	220	R	2025	62122099-9911-2500A	\$150,000.00		\$150,000.00	\$80,935.77	\$69,064.23
2025-310-N-01-2025	Laneblade (attachment only- to be installed on existing Patrol vehicle Maximo Asset #20010)	PC	310	N	2025	63131099-9911-2500A	\$50,000.00		\$50,000.00	\$41,510.00	\$8,490.00
2025-320-R-02-2025	Electric Welder	DWG	320	R	2025	63132099-9911-2500A	\$10,000.00		\$10,000.00	\$7,092.31	\$2,907.69
2025-320-R-03-2025	Pickup Liftgate (For existing vehicle- Maximo Asset #20076)	DWG	320	R	2025	63132099-9911-2500A	\$10,000.00		\$10,000.00	\$5,870.00	\$4,130.00
2025-320-R-04-2025	Arrow Board Trailer	DWG	320	R	2025	63132099-9911-2500A	\$12,000.00		\$12,000.00	\$6,240.43	\$5,759.57

2025-2026 Vehicle and Equipment Purchases- Status Update

V&E Item #	Vehicle/ Equipment Description	Location	Location #	New or Replacement	V&E Purchases Originally Approved	G/L Account	2025-2026 Capital Budget	Budget Transfer In/Out	Revised V&E Budget	Actual Cost	Remaining Budget
2025-320-R-01-2025	Sewer Jet Machine (To be shared in Northern Region)	DWG	320	R	2025	63132099-9911-2500A	\$120,000.00		\$120,000.00	\$98,175.60	\$21,824.40
2025-320-N-05-2025	Severe Duty Single Axle Cab & Chassis w/ Wing Plow (43,000 GVW- includes upfitting & ESS Radio)	DWG	320	N	2025	63132099-9911-2500A	\$455,000.00		\$455,000.00	\$412,536.54	\$42,463.46
2025-330-N-01-2025	Laneblade (attachment only- to be installed on existing Patrol Vehicle Maximo Asset #20158)	MM	330	N	2025	63133099-9911-2500A	\$50,000.00		\$50,000.00	\$41,510.00	\$8,490.00
							\$4,306,000.00			\$3,521,794.53	\$784,205.47

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of NOVEMBER 2025

USE OF FACILITIES REQUEST REPORT

MONTH OF NOVEMBER 2025

SUBJECT	DESCRIPTION	PAGE NUMBER
Use of Facilities	Use of Facilities Request-Month of November 2025	1

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of NOVEMBER 2025

PROPERTY REPORT

Use of Commission Facilities

Facility	Organization	Date/Time	Description of Use
New Hope Toll Bridge	Asphalt Paving Systems Inc.	April 2, 2025, through November 28, 2025	UOF Asphalt Paving Systems Inc. Route 206 Construction Signs
Easton Phillipsburg	Comcast Cable	May 19, 2025, through November 19, 2025.	Trench asphalt and place coax under Thruway.
Easton Phillipsburg – Intersection of N. Main St & Broad St	Skoda Contracting	September 22, 2025, through October 3, 2025	Removal of below ground regulator pits (natural gas) and installation of approx 20' of 4" plastic gas main. Fully restore any disturbed areas.
Easton Phillipsburg	UGI	Around October 28, 2025; between the hours 7:00am- 4:00pm	Abandon existing gas main underneath SR 22 on Commission property. Running from SR 611 north of SR 22 to Larry Holmes Dr.
Uhlerstown Frenchtown	Central Bucks Bicycle Club	October 12, 2025; 9am-3pm	Covered Bridge Ride- Walk bikes across sidewalk of Frenchtown
Easton Phillipsburg- Broad St exit ramp off Rt22, Morris St & Riverside Way (under RT 22)	N. G. Gilbert	October 22, 2025	Tree Trimming & Vegetation maintenance.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Meeting of NOVEMBER 2025

Northampton St TSB	Greater Lehigh Valley Chamber of Commerce	October 26, 2025; 2:30pm-5:30pm Closure (Parade runs 3p-5p)	Easton Halloween Parade -Any floats carrying additional weight will be detoured straight on Main St instead of crossing bridge.
New Hope-Lambertville TSB	Greater Lambertville Chamber of Commerce	November 27, 2025	10th Annual Two Town Turkey Trot