A safe, reliable and convenient transportation system is critical to our region in so many ways. It helps us get to work and school on time. It links us with distant family members. It connects businesses with suppliers and is vital to the region’s economy. The Delaware River Joint Toll Bridge Commission plays an important role in keeping our region moving. The agency’s 20 bridges serve thousands upon thousands of motorists crossing the Delaware River every day, and their safety and security is our number one priority.

The Commission in 2001 had the foresight to adopt a long-term capital improvement plan under which every bridge will be rehabilitated by the year 2015. The plan puts the Commission in a position to be proactive rather than reactive when it comes to fixing and maintaining our crossings. This approach helps ensure these crossings are safe and secure, and avoids lengthy closures and costly disruptions. We recognize just how important it is to invest in our infrastructure, and we congratulate the Commission on the progress it is making with its capital improvement program. Pennsylvania and New Jersey residents continue to be well served by an agency that is working for them.

Edward G. Rendell  Jon S. Corzine
The Commission in 2006 entered into the sixth year of its long-term capital improvement program to preserve, enhance, protect, and better manage the agency’s aging bridges and work continues to progress steadily.

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

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

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

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

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

Typical improvements under the capital improvement program include new paint systems for environmental safety; lane widenings; ramp and pavement improvements to reduce congestion; repairs to flooring, substructures and superstructures to extend the useful life of the bridges, and toll plaza improvements.
As plans to rehabilitate the I-95/Scudder Falls Toll-Supported Bridge continued to come together in 2006, the Commission moved forward with necessary repairs in advance of the larger construction project. Repairs included the replacement dock joints over three piers and the rehabilitation of the structural steel that supports the deck joints at these same pier locations. The work was necessary because of deterioration of the deck joints due to water infiltration. The Commission also repaired the bridge’s lighting system, fixing damaged or missing poles and damaged wiring.

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

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The larger I-95/Scudder Falls Bridge Improvement will address congestion and safety problems caused by the bridge’s narrow configuration, proximity of adjoining interchanges, and ramps merging onto I-95. The Bridge Improvement Project will seek to accommodate increased traffic and relieve anticipated congestion. Traffic volume is projected to increase by 35 percent over the next 25 years. The scope of the larger project includes the bridge itself, as well as a 4.4 mile stretch of I-95, from Route 332 in Bucks County to Bear Tavern Road in Mercer County.

The average daily traffic count for the Scudder Falls Toll-Supported Bridge opened to traffic in 1965 and carries I-95 traffic across the Delaware River from Lower Makefield Township on the Pennsylvania side, to Ewing Township on the New Jersey side, nearly 60,000 vehicles travel across the bridge every day.

The average daily traffic count for the Trenton-Morrisville Toll Bridge in 2006 was 51,800.

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

Also in 2006, the Commission held at least two open houses to provide the community an overview of the project and answer any questions and launched a website – www.tmtollbridgerehab.com – dedicated to providing the public the most up-to-date information about the project. The Trenton-Morrisville Toll Bridge carries U.S. Route 1 over the Delaware River between Trenton, N.J. and Morrisville, Pa. The main river bridge is a 12-span, simply supported composite steel girder and concrete deck structure with an overall length of 1,324 feet. The giraffe-faced piers and abutments are reinforced concrete. Originally constructed by the Commission in 1932 as a four-lane facility, the structure was widened to six lanes in 1965 to provide a total curb-to-curb width of 82 feet. In 1983 an aluminum median barrier was erected across the bridge, creating three southbound and two northbound lanes.

The average daily traffic count for the Scudder Falls Toll-Supported Bridge in 2005 was 52,200.
The Commission in April 2006 awarded a contract for the design of an open road tolling system to help improve traffic flow on the I-78 Toll Bridge. Open road tolling is the latest in transportation technology and is one of the best customer service developments for tollways in recent years. With open road tolling, E-ZPass users have the option of driving through an electronic array placed over the highway that will capture the information on a driver’s transponder. The open road tolling system enables motorists to continue through tolls at regular speed, reducing backups and mitigating congestion.

The installation of the open road tolling system is being coordinated with the rehabilitation of more than two miles of I-78 in Pennsylvania and nearly five miles in New Jersey. The New Jersey project continued to advance through the design phase in 2006. The project includes roadway rehabilitation and reconstruction, geotechnical evaluation and remediation, and drainage and lighting improvements. Also in 2006, the Commission conducted emergency repairs to a portion of eastbound I-78 approaching the Still Valley Interchange. The repairs addressed excessive settlement of a section of concrete between mileposts 3.8 and 3.9.

The Commission in 2005 moved up its timeline for the planned rehabilitation of I-78 to address problems associated with excessive cracking of concrete roadway slabs, settlement of the roadway and sink holes that have occurred intermittently. The I-78 Toll Bridge carries traffic over the Delaware River between Northampton County, Pa. and Warren County, N.J. It was opened to traffic on November 21, 1989. The bridge is a twin, four girder, seven-span continuous structure with an overall length of 1,222 feet. It is supported on hammerhead reinforced concrete piers and reinforced concrete abutments.

In conducting the study, the Commission worked with an Interagency Advisory Committee comprising representatives from transportation, planning and environmental agencies in Pennsylvania and New Jersey. The Commission also held several public information forums and met with elected officials to provide briefings on the study’s progress and findings.
Rehabilitation of the Riverton-Belvidere Toll-Supported Bridge kicked off in September with a construction schedule that struck an important balance between the needs of local business owners and the needs of thousands of commuters who rely on the bridge every day.

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

Riverton-Belvidere Toll-Supported Bridge Construction is expected to be complete by the end of July 2007. The project includes replacing the floor system, sidewalk and railing; replacing or repairing deteriorated steel members; blast cleaning and painting existing steel members; performing necessary substructure repairs; rehabilitating the approach roadway; upgrading the lighting systems and signage, and improving the officer’s shelter. It also includes maintenance and protection of traffic during the rehabilitation.

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

The existing bridge, constructed in 1904, is a four-span, riveted steel, double Warren truss structure, with a total length of 223 feet. The steel open-grate deck provides a clear roadway width of 10 feet between tri-beam railings. In addition, a concrete-filled grating sidewalk is supported on the upriver truss with steel cantilever brackets.

The average daily traffic count for the Riverton/Belvidere Toll-Supported Bridge in 2006 was 5,100.
The Commission in 2006 moved forward with plans to rehabilitate the Centre Bridge-Stockton Toll-Supported Bridge, hiring a construction manager and contractor for the $9.4 million job. The agency also held a community open house in February to discuss the project and work with residents and officials to develop a construction schedule that would mitigate the impact of the project.

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

Work was scheduled to begin in January 2007. The project includes the rehabilitation of the bridge and approach roadway signage. Improvements include the blast cleaning and painting of the bridge trusses and rehabilitation of the roadway deck and sidewalks as well as the entrance to the Delaware Water Gap National Recreation Area.

In 2006, more than 1,500 people signed up for E-ZPass under the QuickStart program. The Commission’s QuickStart program enables commuters to complete an on-the-spot application process and open an E-ZPass account in just 10 minutes. The Commission E-ZPass passenger vehicle customers pay 60 cents per trip, a 20 percent discount. Frequent travelers, individuals who make 20 or more trips within a 35-day cycle, pay just 45 cents per trip, a discount of 40 percent.

The Commission received submissions from 18 teams. The electronic surveillance and detection system will use video surveillance equipment, similar to that used by the Pennsylvania and New Jersey Departments of Transportation, to provide added security and improve the Commission’s capacity to respond to accidents and other incidents at its bridges and other facilities. In times of major incidents, such as flooding, the system will improve the Commission’s ability to respond to potential problems and provide assistance to local communities.

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

The installation of an electronic surveillance and detection system reflects the Commission’s increased focus on its emergency management capabilities and the necessity for a program to address emergencies caused by natural phenomena,
Heavy rains in late June 2006 created substantial flooding in and around Commission facilities in Pennsylvania and New Jersey.

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

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

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

The Commission also suspended tolls on its four southernmost toll bridges to alleviate traffic congestion as motorists were diverted from other bridges.

Maintenance personnel were brought in to secure Commission property and equipment and public safety personnel coordinated the communication and road closings with local and state police and emergency management personnel. Once the river began to recede, the Commission also assisted the surrounding communities with clean up.

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

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

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

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

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

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

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

The Commission is one of 30 agencies represented on the Delaware River Basin Flood Mitigation Task Force, which developed recommendations for the Governors on how to achieve a proactive, sustainable and systematic approach to flood damage reduction.
With its long-term capital improvement program in full swing, the Commission is constantly striving to increase vendor participation and control costs. Building on several initiatives kicked off in 2005 – such as the launch of a procurement section on its website – the Commission in 2006 continued its outreach to contractors, subcontractors and vendors through a series of meetings aimed at providing information about upcoming projects and conducting business with the Commission.

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

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

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

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

### Compact Authorized Investments

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

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

In addition, the Commission kick-started the first project to break ground under the program with the start of Stockton Borough’s Bridge Street Area Improvement Project. The Commission awarded the borough a $2 million grant to support the project, which includes installation of new storm drain inlets and parging installation of a new asphalt water main, reconstruction of the roadway, and installation of two culverts, sidewalks and driveway aprons.

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

Among the other municipalities receiving grants in 2006 were:

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

### Controlling Costs Through Increased Participation

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Traffic Report

Annual Average Daily Traffic

<table>
<thead>
<tr>
<th>Toll Bridge</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trenton-Morrisville (Route 1)</td>
<td>49,500</td>
<td>44,800</td>
<td>51,700</td>
<td>50,600</td>
<td>51,600</td>
</tr>
<tr>
<td>New Hope-Lambertville (Route 202)</td>
<td>9,500</td>
<td>5,500</td>
<td>8,000 (2)*</td>
<td>9,400</td>
<td>9,700</td>
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<tr>
<td>Interstate 78</td>
<td>55,000</td>
<td>53,800</td>
<td>54,200</td>
<td>55,500</td>
<td>57,900</td>
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<tr>
<td>Centre (Philadelphia) (Route 22)</td>
<td>38,500</td>
<td>36,400</td>
<td>37,500</td>
<td>38,300</td>
<td>38,500</td>
</tr>
<tr>
<td>Portland/Columbia</td>
<td>6,000</td>
<td>6,200</td>
<td>6,800</td>
<td>7,100</td>
<td>7,400</td>
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<tr>
<td>Delaware Water Gap (Route 80)</td>
<td>53,500</td>
<td>52,300</td>
<td>54,900</td>
<td>55,700</td>
<td>56,500</td>
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<tr>
<td>Milford/Montague</td>
<td>7,500</td>
<td>7,600</td>
<td>8,200</td>
<td>8,500</td>
<td>8,500</td>
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<tr>
<td><strong>Total - Toll Bridges</strong></td>
<td><strong>219,500</strong></td>
<td><strong>209,700</strong></td>
<td><strong>221,300</strong></td>
<td><strong>224,600</strong></td>
<td><strong>229,400</strong></td>
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Toll Supported Bridges

<table>
<thead>
<tr>
<th>Toll Bridge</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower Trenton</td>
<td>15,000</td>
<td>17,400</td>
<td>12,900</td>
<td>9,700 (1)*</td>
<td>16,100</td>
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<tr>
<td>Calhoun Street</td>
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<td>19,600</td>
<td>18,900</td>
<td>18,100</td>
<td>16,100</td>
</tr>
<tr>
<td>Scudder Falls Intracoastal</td>
<td>58,500</td>
<td>56,100</td>
<td>57,500</td>
<td>55,200</td>
<td>52,200</td>
</tr>
<tr>
<td>Washington Crossing</td>
<td>7,000</td>
<td>7,000</td>
<td>6,400</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>New Hope-Lambertville</td>
<td>16,000</td>
<td>16,000</td>
<td>9,700 (1)*</td>
<td>13,600</td>
<td>13,900</td>
</tr>
<tr>
<td>Centre Bridge-Vineland</td>
<td>5,500</td>
<td>5,700</td>
<td>5,800</td>
<td>5,000</td>
<td>4,800</td>
</tr>
<tr>
<td>Ulster/Penn-Cherry</td>
<td>4,500</td>
<td>4,200</td>
<td>4,200</td>
<td>3,900</td>
<td>3,800</td>
</tr>
<tr>
<td>Upper Black-Edy-Middle</td>
<td>4,500</td>
<td>4,300</td>
<td>4,400</td>
<td>4,100</td>
<td>3,900</td>
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<tr>
<td>Riegeltale</td>
<td>4,500</td>
<td>3,500</td>
<td>3,100</td>
<td>3,400</td>
<td>3,400</td>
</tr>
<tr>
<td>Northampton Street</td>
<td>20,500</td>
<td>22,500</td>
<td>22,800</td>
<td>23,200</td>
<td>23,900</td>
</tr>
<tr>
<td>Ben Franklin/Edison</td>
<td>5,000</td>
<td>5,400</td>
<td>5,200</td>
<td>5,200</td>
<td>5,100</td>
</tr>
<tr>
<td><strong>Total - Toll Supported Bridges</strong></td>
<td><strong>160,500</strong></td>
<td><strong>161,300</strong></td>
<td><strong>162,000</strong></td>
<td><strong>148,000</strong></td>
<td><strong>180,700</strong></td>
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</tbody>
</table>

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

### Current Assets
- Cash and equivalents: $5,116,204
- Bond issuance costs - current portion: 5,128,006
- Total unrestricted: 12,249,436
- Restricted: 66,517,063
- Total restricted: 68,520,697
- Total current assets: 80,770,133

### Non-Current Assets
- Investments: 3,496,786
- Total non-current assets: 346,667,833

### Total Assets
- Total assets: 346,667,833

### Current Liabilities
- Accounts payable and accrued expenses: 6,720,609
- Accrued interest on bond indebtedness: 4,645,799
- Total current liabilities: 21,520,691

### Non-Current Liabilities
- Compensated absences: 1,753,240
- Total non-current liabilities: 181,743,152

### Total Liabilities
- Total liabilities: 203,263,843

### Net Assets
- Net assets: 143,404,990
- Total liabilities and net assets: 346,667,833

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*Data reflects lower traffic counts as a result of construction, bridge closures, or data collection issues.*

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

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

Mission Statement

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