

# 2016 Toll Hearings Report

FROM SEPTEMBER 26, 2016 MEETING MINUTES  
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

# DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION (DRJTBC)

## C-662A, PUBLIC INVOLVEMENT SERVICES

### 2016 TOLL HEARINGS SUMMARY

This report presents a summary of the Delaware River Joint Toll Bridge Commission's (DRJTBC) toll hearings, associated public outreach activities and comments received in connection with a series of proposed toll adjustments proposed by Commission staff for consideration by the Board of Commissioners at their September 26, 2016 meeting.

#### SUMMARY OF HEARING/COMMENT PROCESS

On July 8, 2016 the DRJTBC initiated a three-day rollout of a proposed toll schedule for the Scudder Falls Replacement Bridge and two narrowly defined adjustments in the current toll schedule for the Commission's seven existing toll bridges. The rollout consisted of proposed rate tables posted on the Commission's website on July 8 and legal advertisements in the newspapers used for official Commission meeting announcements – as required under the toll adjustment public hearing/comment policy adopted by the Commission on July 29, 2013. The official notice and proposed rate actions shall remain on the agency website until Commission action occurs – another 2013 toll policy stipulation.

The proposed toll actions include:

- A full schedule of tolls to be charged at the Scudder Falls (I-95) Replacement Bridge upon conversion to a tolled facility with an all-electronic toll collection system in the southbound direction beginning in early 2019;
- An adjustment in the cash and E-ZPass toll rates for two-axle vehicles less than eight-feet high with more than four wheels to be charged at the Commission's seven existing toll bridges: Trenton-Morrisville (Route 1); New Hope-Lambertville (Route 202); I-78; Easton-Phillipsburg (Route 22); Portland-Columbia; Delaware Water Gap (I-80); and Milford-Montague (Route 206);
- A clarification of the cash toll rates for recreational vehicles with a car or trailer in tow at the Commission's seven existing toll bridges. (Currently, RVs with a car or trailer in tow are being charged cash rates that can range anywhere from \$3 to as much as \$9 less than what is being charged in an E-ZPass transaction.)

Although not required under the Commission's toll hearing and comment policy, additional outreach was conducted to generate public awareness of the proposed tolling actions and the hearing/comment process. In District 1, this included direct letters to public officials, project stakeholders, and concerned motorists and residents as previously identified in hearings and public involvement activities for the Scudder Falls Bridge Replacement Project. In District 2, this included direct letters to public officials, project stakeholders and concerned motorists and residents previously identified in public involvement activities for major capital projects at the I-78 Toll Bridge, Easton-Phillipsburg Toll Bridge, the Delaware Water Gap Toll Bridge, the Portland-Columbia Toll Bridge and the Milford-Montague Toll Bridge. Updated public official contact lists for the two states as compiled by the Commission's Community Affairs Department also were utilized. A total of 247 direct letters were mailed.

A series of press releases also were issued to generate advance coverage of the impending hearings and subsequent articles about the proposed toll changes. Media coverage included daily newspapers, weekly newspapers, some television, radio, internet postings and social media outlets.

To further advance public awareness of the Commission’s tolling plans, press releases were issued to promote the placement of the educational video on the all-electronic toll collections system that will be used at the replacement bridge beginning in 2019; these releases made reference to the proposed toll schedules and hearing process. Viewing of the online video – two videos – now exceeds 500 views. This video will continue to be promoted over the next couple years in advance of the anticipated early 2019 start of all-electronic tolling in the southbound direction on the first completed span of the Scudder Falls Replacement Bridge.

As an additional public notification measure, the proposed Scudder Falls toll schedule, District 1 toll hearings and corresponding public comment process were prominently featured on the Scudder Falls Bridge Replacement Project website – [www.scudderfallsbridge.com](http://www.scudderfallsbridge.com). (These postings are a required element of the 2013 toll hearing and comment policy.) All related press releases also were posted on that site along with links to the public notice and proposed toll rate schedule and toll adjustment pages on the Commission’s website.

As provided under the Commission’s public hearing and comment policy for proposed toll actions, two hearings were scheduled and held in each of the Commission’s three geographic operating districts (one each in Pennsylvania and New Jersey), for a total of six (6) hearings.

At the District 1 locations, each hearing was preceded by an open house to provide attendees with information about the Scudder Falls Bridge Replacement Project, in addition to the proposed toll structure. At the District 2 and District 3 locations, Commission staff members were made available before the hearings to answer questions regarding the proposed toll structure.

At each location, meeting attendees were provided informational handouts and offered the opportunity to view display boards. Each District 1 event also included a station where attendees could view videos about the Scudder Falls Replacement Bridge project and the new bridge’s all-electronic toll (AET) collection system.

The table below presents the dates and locations of the hearings and corresponding open houses and Q&A staff availabilities:

District	Location	Date	Time(s)
New Jersey 1	West Trenton Ballroom 40 Upper Ferry Road, West Trenton, NJ 08628	July 19, 2016	Open House:4:30-6 pm Hearing: 6-7 pm
Pennsylvania 1	William Penn Middle School 1524 Derbyshire Road, Yardley, PA 19067	July 21, 2016	Open House:4:30-6 pm Hearing: 6-7 pm
Pennsylvania 2	Holiday Inn Express 90 Kunkle Drive, Easton, PA 18045	August 2, 2016	Q&A: 5-6 pm Hearing: 6-7 pm
New Jersey 2	Early Childhood Learning Center 459 Center Street, Phillipsburg, NJ 07827	August 4, 2016	Q&A: 5-6 pm Hearing: 6-7 pm

New Jersey 3	High Point Golf Club 342 Shore Drive, Montague, NJ 07827	August 9, 2016	Q&A: 5-6 pm Hearing: 6-7 pm
Pennsylvania 3	East Stroudsburg University Innovation Center 562 Independence Road, East Stroudsburg, PA 18301	August 11, 2016	Q&A: 5-6 pm Hearing: 6-7 pm

Residents, motorists, stakeholders and elected officials attended the DRJTBC’s six toll hearings. A court stenographer attended each hearing to take verbal testimony. Comment cards were provided at each location for individuals who may have preferred to submit testimony privately or by mail after the hearing’s close.

Specific goals of the events in District 1 were:

- Obtain feedback from the public on the proposed toll schedule for subsequent consideration and action by the members of the Delaware River Joint Toll Bridge Commission;
- Share the details of the Scudder Falls Bridge Replacement Project with residents, public officials and stakeholders; and
- Describe the new all-electronic tolling system at the Scudder Falls Replacement Bridge.

Specific goals of the events in Districts 2 and 3:

- Obtain feedback from the public on the proposed toll schedule for subsequent consideration and action by the members of the Delaware River Joint Toll Bridge Commission; and
- Share the details of the proposed toll schedule with residents, public officials and stakeholders.

(For the record, all of the proposed toll actions were presented at all six hearing sites to fulfill the requirements of the Commission’s 2013 toll adjustment policy hearing and comment policy.)

In accordance with the Commission’s 2013 toll adjustment hearings and comment policy, public comment also was accepted by U.S. Mail, through the “Contact Us” portal on the Commission’s website and via email to a web address – [communityaffairs@drjtbc.org](mailto:communityaffairs@drjtbc.org) – that was created for the purpose of collecting public comment on the proposed toll actions.

The deadline for submitting comments was set for Monday, August 29, 2016. As was the case in other recent Commission-orchestrated public comment periods, the submission deadline was extended – in this case to Tuesday, September 6, 2016.

Comments/testimony were recorded for the public record only from individuals who provided names and addresses as verification of authenticity. Anonymous comments are not a part of this public record.

## SUMMARY OF TESTIMONY/COMMENTS

### Hearings and Testimony

- Six toll hearings as required under Commission's 2013 toll adjustment public comment process completed.
  - Total signed-in attendance at the hearings = 48 individuals
  - Six people provided verbal testimony at the six hearings
  - Five comment cards were submitted at the six hearings

### Comment Process

- 22 comments were received through the Commission's Community Affairs Department email address – [communityaffairs@dritbc.org](mailto:communityaffairs@dritbc.org). (17 qualified for inclusion/response by providing names and addresses.)
- 18 comments were received through the "Contact Us" portal on the home page of the Commission's website [www.dritbc.org](http://www.dritbc.org). (Note: For this toll hearing/comment process, a URL friendly address was established for the portal – [www.dritbc.org/comment](http://www.dritbc.org/comment))
- Two letters were sent to the Community Affairs Department via U.S. Mail. One letter was sent to the Commission (Joe Donnelly) outside of the prescribed instructions for the proposed toll adjustment public comment process.
- Two individuals submitted comments through both the Community Affairs email address and the Commission website comment portal.
- Five of the 40 comments received electronically during the process came from individuals who did not respond to follow-up identification requests. Two of these communications were requests for no tolls on the replacement bridge and a third was for computation of the E-ZPass commuter discount on a per-family basis instead of a per-transponder basis. (Both of these issues were cited by other commenters.) A fourth was of an inquiry about whether tolls would be charged in one direction or both. The fifth was a declaration to forgo driving in New Jersey and Pennsylvania, replete with a profanity. Because of the lack of additional identifying information, these comments are not included among the full listing of testimony and comments later in this report.
- An additional communication – from a Lower Makefield charter bus company executive – was received after the comment-period deadline and has been added to this report.

## Summation of Public Input

### Proposed Scudder Falls Replacement Bridge Toll Schedule

- Expressions of opposition to any tolling on the replacement bridge
  - Crossing has always been “free” and should remain without tolls
  - Do the project only after saving up all funds to carry out the project
  - Area residents should drive toll free or receive local discount
- Extend the commuter discount to transponders/accounts issued by the PA Turnpike
- Apply the Commission’s E-ZPass Commuter Discount Program on a per-account basis, not a per-transponder basis
- The proposed \$2.60 toll-by-plate rate is excessive
  - Not everyone wants to use E-ZPass
- Concerns about tolling causing diversion to other bridges
  - Washington Crossing Bridge was most often cited recipient of diverted traffic

### Dual-Wheel Rear-Axle Pickup Trucks (Dualies)

- Commission should keep classifying dualies as pickup trucks
  - Some use these vehicles for commuting/personal purposes
  - Only two more wheels – rate unjustified
  - A 550-percent increase
- Will hurt commerce in the Pike County region

### Recreational Vehicles (RVs) with a Trailer or Car in Tow

- Shouldn’t charge more for a car simply because it is being towed
  - Will unhook the car to pay the \$1 toll for the car instead of an additional \$8
- Will hurt the recreation industry in the Pocono region
- Provide a discount for senior citizens with RVs

Following is the compilation of the testimony and comments received at the public hearings, in comment cards, emails to community affairs ([www.communityaffairs@drjtbc.org](mailto:www.communityaffairs@drjtbc.org) and [www.drjtbc.org/comment](http://www.drjtbc.org/comment)), mailed letters to community affairs, and through the “Contact Us” portal on the Commission’s website – [www.drjtbc.org](http://www.drjtbc.org). This report is intended to meet the stipulation in the 2013 Toll Adjustment Public Hearing and Comment Policy: “Commission staff shall summarize, in writing, the public comment(s) received and circulate such written summary to the Board Member for consideration prior to the Board of Commissioners’ consideration of a resolution approving the toll adjustment...”

**COMPILATION OF PUBLIC COMMENT ON PROPOSED SCUDDER FALLS REPLACEMENT  
BRIDGE TOLL SCHEDULE AND OTHER 2016 TOLL ADJUSTMENTS**

Hearing Testimony

Category: Proposed Scudder Falls Replacement Bridge toll schedule

Name/Contact/hearing	Comment	Theme
<p>Jeffrey Laurenti Trenton, NJ  West Trenton hearing</p>	<p>Can I --- just so that you don't feel your evening is entirely wasted, and I guess it's a reflection on New Jersey's side that our people are perhaps more doubtful about the prospect of a tolling fee or a toll for a new bridge. My name is Jeffrey Laurenti, L-A-U-R-E-N-T-I, at 464 Hamilton Avenue in Trenton. I am a member and advocacy coach here for Trenton Cycling Revolution because there's key interest there, in fact, which apparently bicyclists will not be tolled, T-O-L-L-E-D, which is a good thing.</p> <p>My understanding is that the original construction of this bridge was half financed federally to save money. And presumably that window has been largely closed in terms of funding so that in order to replace a bridge that is now almost a half century old, one has to find local revenues, hence pay a toll on a bridge that people got used to as free is not going to be simple. And I bother to say that --- you guys already know this, but I expect that at the next hearings there may be people who are indignant on having to pay at all. This is a fair way. One concern as a citizen I would flag is that the toll premium on non-E-ZPass holders seems pretty steep since presumably these are largely going to be people who are of less affluent means which is why they don't have E-ZPasses. Perhaps the Commission --- I know I shouldn't be able to say this but other channels that the public hearing might keep that in mind. And aside from that, the fact that this project is going to clear up the mess that makes for the entry ramp on the New Jersey side from 29 and I-95 is a big plus. The bicycle/pedestrian ramp is a big plus. The toll seems quite justified overall. Thank you.</p>	<p>-Premium for non-E-ZPass holders is high</p> <p>-Overall, support for the project and the toll</p>
<p>Staff Response</p>	<p><i>The current functionally obsolete Scudder Falls 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 two states transferred their joint ownership of the bridge to the Commission on July 1, 1987. Tollpayers at the Commission's seven existing toll crossings have shouldered the maintenance, operation and repair costs of the bridge ever since. Tolling will be needed on the replacement bridge to pay the costs of constructing the replacement structure and to help fund the future operating, maintenance, repair and capital improvement costs of the Commission's entire bridge system, including the Scudder Falls Replacement Bridge.</i></p>	

<p>Judi Reiss Lower Makefield, PA Township supervisor  Lower Makefield hearing</p>	<p>Good evening. I'm Judy Reiss. I'm a Lower Makefield Supervisor and I'm a resident of Lower Makefield for over 40 years. And for most of those 40 years, I have been waiting for this bridge to be rebuilt. There are times that I go over it now that I'm just glad I get to the other side. I also want to thank the Commission. I think I can speak for all of us. It was very difficult for us to deal with the sale of the park and ride. It was wonderful that you were so agreeable to almost everything we really wanted for our community. We understood your needs and I think you understood our desires. So I appreciate what you've done.</p> <p>I think the issue was signed last night and I think we're good. And I think you've answered one of my questions about the commuter rate. It is all of the bridges. It's not just using one. That was one question that my people had. Is there any chance in my lifetime that we'll pay this bridge off? And the other question really was the tolls. You're not going to have to slow down to five miles an hour, and I appreciate that. I wish you had done the same on Route 1. So thank you.</p>	<p>-Support for the project</p>
<p>Staff Response</p>	<p><i>With respect to the question of paying off the bridge, the terms of bond financing for this multi-faceted project have yet to be determined. That said, the debt-service targets for carrying out the Scudder Falls Bridge Replacement Project are to be paid by the tolls collected at the new Scudder Falls facility. After retirement of the bond proceeds, it's envisioned that tolling will remain in place at the new facility to help fund the continuing operation, maintenance, repair and capital improvements to the agency's tolled and non-toll facilities, including the Scudder Falls Replacement Bridge.</i></p>	

Category: Dualies/RVs

Name/Contact/Hearing	Comment	Theme
<p>Walter Menegus Belvidere, NJ Phillipsburg hearing</p>	<p>Basically I'm looking at this article, and it says hearing pass 550 percent increase on tolls. And I know if you go across the Mississippi River...Indiana to Ohio, back and forth, you don't have any tolls. I mean, that's a navigational river, not like the Delaware. Delaware is navigational down below, but there's no tolls there. You go from Illinois to Route 80 to Iowa; there is no tolls on that. Davenport, different bridges that you go across, and I don't understand why we need a toll increase there. Are you answering questions or just testimony?</p> <p>I mean, why the toll increase? You can cross almost anywhere out west across state lines and there is nothing, but you got to cross here from New Jersey to Pennsylvania, and you've got to pay this money. From what I read here talks about RV's and everything. What about pick-up trucks? I'm a farmer. So we go across the river with a single-axle trailer with a single axle -- single-wheeled truck, not a dually. We go out and get parts in Pennsylvania, there's no support in New Jersey. And basically -- you know, I don't know if this pertains to RVs. Says RV's. RV's towing a trailer or vehicle. It talks about \$12 for three axles. \$16 for four axles. You get up to the tractor-trailer. Semi tractor-trailer is what? One, two, three, four, five axles is \$20, \$24. So you are taking a pick-up truck with a two-axle trailer, and you are increasing it to you might as well say \$16. I think that is really highway robbery.</p> <p>I just don't understand why we need an increase. You know, I don't know if you need to go to Morrisville, but I would like to have answers. That's what I came here tonight. It says public hearing. But I'm not getting any answer tonight or what?</p> <p>I would like to enter something else in to testimony here. I have a letter dated May 10, 2010, State of New Jersey, Office of the Governor. Congratulations, Mr. Menegus, on your recent nomination by Governor Christie to serve as member of the Delaware River Toll Joint Bridge Commission. Your nomination was filed with the Senate on May 10, 2010.</p> <p>And basically I went through everything. I went down to Trenton, sat down with everybody. You know, right here it talks about, you know, assets, cash, cash equipment, government securities and tells you what you have to go through. And I just feel, you know, what you got to go through is notarized and everything. And, you know, you ask them for adult children's wages. I have it somewhere in here. Adult wages. You know, if you got kids that are 25, 30 years old, and in order to be on the Bridge Commission you got to have their wages and everything, and I have down here in answer, my adult children refuse to give me their wages. And I know basically back in that time you had Ed Smith nominated. You had I think it was Mennen. The Mennen Company as far as your after shave, did not get on it. I know Ed Smith did go on it. And basically the questions you guys ask and the personal information,</p>	<p>-Strong opposition to RV and dualie toll increase</p> <p>-Other assertions regarding Commission governance</p>

	<p>going way back to my grandmother, you know, I mean, it's just -- I think it's crooked. I really think it is crooked the way you do things. You know, the answers here, why do you want to be on the bridge commission. Why do you seek this appointment? Living near the Delaware River all my life crossing to Pennsylvania I was interested in bridge commission, bridge construction and at Trenton State College we did study bridge design. We had to make model bridges and put weight on them. I also was a welding instructor who did a lot of design for building trailers, ramps, footbridges. I also have undergraduate degree in engineering, so I thought I would be a good candidate to be on the bridge commission and add a lot of good things. I had a young lady out there ask me if, you know, if -- am I in public office. No, I'm not in public office now. Back in 2010, I wasn't -- I was in public office, but I was in public office prior to that. So basically I just think the toll increase is wrong. I don't think you need it. I think people at the top sometimes polish their, you know, their pensions and everything else. Like you say, I waste -- I think I waste my time coming here. I don't see anybody else. The last one in the paper said no one came around and basically, you know, I want to express my opinion. I don't think you need a toll increase. Like I said, I could probably do a peace agreement with the North Koreans easier than talking to a lot of guys. I don't have any answers. I came here for answers tonight, and I don't see any answers. So basically that's my testimony. I mean, I feel that I think there is some real crookedness going on. That's my opinion. And a 550 -- 550 percent increase in tolls I think is ridiculous. We pay enough taxes here in New Jersey. People in Pennsylvania pay enough taxes. My wife crosses the bridge every day because she works at Pocono Medical Center in East Stroudsburg, Pennsylvania so we do cross the bridges and people have to cross the bridges. You know, you move to Iowa and you move to Illinois, you can cross the Mississippi River as many times you want and not a dime. So that's my testimony. I would like to know why. Thank you for having me here, but I'm very disappointed that I don't have answers. And I know you are going to increase the tolls anyway, so you just might as well go ahead and do it.</p>	
<p>Staff Response</p>	<p><i>Mr. Menegus arrived after the start of the hearing and missed the Q&amp;A portion where some of his assertions and questions could have been addressed.</i></p> <ol style="list-style-type: none"> <li><i>1. The DRJTBC is not in a position to explain what the financial and jurisdictional arrangements are in other areas of the country where bridges span bodies of water separating two different states. It should be noted, however, that a new I-65/Lincoln Bridge across the Ohio River between Kentucky and Indiana will now have a toll. Additionally, toll bridges were in existence along the Delaware River between Pennsylvania and New Jersey for 128 years before the Commission was established in 1934. The Commission is legally bound to operate tolled crossings as the sole funding source for the operation, maintenance, and capital improvements of its bistate transportation system.</i></li> <li><i>2. No change is proposed in the tolls for the truck/trailer combination Mr. Menegus outlines: a pickup truck with four wheels towing a trailer. The base toll currently is \$2 (\$1 for the pickup truck and \$1 for the trailer).</i></li> </ol>	

	<p><i>The exception would be if the truck/trailer combination involves a gooseneck/fifth-wheel assembly in the truck's bed. In that case, the toll currently would be \$12 or \$16, depending on the number of trailer axles. That toll charge, however, will remain the same under the Commission's proposed toll adjustments. (Note: The truck/trailer combination mentioned by Mr. Menegus could qualify for an even lower toll if the vehicle were outfitted with an E-ZPass transponder in which 16 tolled DRJTBC bridge trips are recorded in a single month. This discount would not apply with a gooseneck/fifth-wheel trailer connection.)</i></p> <p>3. <i>With respect to the RV rates cited by Mr. Menegus, the rates he cited have been charged to E-ZPass account holders since 2011. The proposal is to ensure those same rates are applied to cash customers since the Commission's tolling policy has been to classify vehicles by profile (height) and number of axles. This policy will expand slightly to include the number of wheels (as with dual rear-wheel pickup trucks) when the Commission's new next-generation toll-collection system goes into operation before March 1, 2017.</i></p> <p>4. <i>With respect to Mr. Menegus's assertions about his nomination to serve as a Commission member, the Commission does not involve itself in the selection, review or approval process in any way. The disclosure requirements he cites are not a Commission requirement, but are instead an obligation of the NJ State Ethics Commission.</i></p> <p>5. <i>(Note: Commission employee Joe Donnelly spoke with Mr. Menegus after the hearing to answer his questions and assure him the toll rates on his conventional four-wheel pickup truck are not changing.)</i></p>	
<p>Richard Clauberg Montague, NJ Montague Hearing</p>	<p>My name is Richard Clauberg. I moved to Montague 15 years ago with my wife. And I would like to welcome all of you here. I'm not used to seeing so many suits and ties mind you, but I would like you to come and play golf when you don't have your ties on. It's a great place, and I'd like to give you a little history of Montague. It is one of the oldest towns. I forget how old it is. But it is old. And Clove Road is our main route here running north and south.</p> <p>Now Clove Road was laid out by the cattles (ph). If you go down, you can see it goes up this way and down that way and blind spots, and it was long before they had road engineers, and the county has a few times laid out plans with big amounts of money to redo it, but it's never been done.</p> <p>Now, in 15 years that I've been here – I didn't grow up here, but I don't remember anybody ever being killed in an automobile accident. In the 15 years that I have been here, we have killed between ten and fifteen people. Maybe at least ten or twelve on Clove Road. It's just a terrible road.</p> <p>Now, when you raise the toll – I'll give you an example. My wife and I, we are going to go to Wal-Mart, and that's on the other side of the river. So we go down Clove Road, we get on 84 over the free bridge into Milford and to Wal-</p>	<p>-Adverse traffic impacts from toll increase</p>

	<p>Mart. When we come home, we come home the other way, and we drive over your bridge free. So that's a normal route for people up here. By you raising tolls, all you are going to do is have more of these trucks, it is going to pay them to go down Clove Road and avoid paying any tolls. They can come home at night for free. So you are not doing us any favors raising tolls. You people should look in to cutting the tolls like you did – at one time it was a dollar, and they raised it to \$1.25, and then you put it back to a dollar. So it can be done. But by raising tolls all you are going to do is kill a couple more of our children. Thank you.</p>	
<p>Staff Response</p>	<p><i>Clove Road is a county road, but its traffic volumes are relatively light compared to our other bridge locations. Moreover, the two toll changes to the current Commission toll structure apply only to dual-wheel rear-axle pickup trucks and cash transactions involving RVs with trailers or passenger vehicles in tow. The number of these vehicles on the road pales in comparison to other vehicle classes. Accordingly, the amount of diversion – if any – resulting from these extremely narrow toll adjustments will not appreciably affect traffic volumes on the lightly traveled Clove Road. It's outside our purview to determine if the existing safety issues along Clove Road may be attributed to speeding and insufficient enforcement.</i></p>	
<p>David Jacobi Marshalls Creek, PA East Stroudsbu rg Hearing</p>	<p>I just wanted to make comments on two of the proposals. One was the RV change, the price on the trailer. Basically my questions were – and I had them answered as far as justification and fairness of the – using the Delaware Water Gap Toll Bridge. The eight times fare addition it is versus driving a car across. My feeling is you are already paying extra for the RV. If you drove the car individually, it would be a dollar. Now it is \$8. That just seems kind of hard for me to understand where that price justification and fairness comes from.</p> <p>The RV is not just cars, although that is what is stated there. It does not matter if you are pulling a 250-pound trailer with a lawnmower on it, you are still going to be getting charged the increased rate per axle. That's kind of hard to understand how that is so much different versus a car. You are already paying extra for an RV to begin with. It's not like you are paying a car price, and you are paying extra for the added weight. If you are already paying extra for the added size of the RV, plus now you are paying eight times more for the care you are pulling across instead of just driving it yourself.</p> <p>Dually, the dually is the same situation. Here you have a truck, again, you know, here where we live in Pennsylvania many many people drive trucks as a typical commuter vehicle. When you look around, if you are driving, the majority of them are actually empty. There is nothing even in the back. Your system currently, my understanding is, cannot tell whether it is empty or not. The charge is purely on the ability for that vehicle to carry more weight, not that it is actually carrying more weight.</p>	<p>-Cannot understand justification for increase in tolls. -Toll rate weight discrepancy</p>

	<p>Again, I feel that's an injustice, and that it should simply be if you cannot determine what the weight capacity is, it should just be whereas you go out, and you charge the most you can because they have the potential to carry more. It should be what they are actually carrying.</p> <p>Same thing as far as the truck goes. With a dually, you would be charged a light truck, so the same situation. It doesn't matter if now you are pulling a single-axle trailer with either a car on it or a lawnmower on it. It is still going to be charged the light truck rates versus the passenger vehicle rates. That's all I have. Thank you</p>	
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>The current in-lane toll collection system classifies vehicles by their profile (height) and number of axles. It cannot determine vehicular weight. The new in-lane toll collection system will have the ability to classify vehicles by profile (height), number of axles and number of tires. Like the current in-lane toll system, the new system won't be able to determine vehicle weights. The Commission's policy of classifying vehicles by profile and axles dates back to 2002 and is consistent with the practices of numerous other toll agencies across the country.</i></li> <li>2. <i>The reason for clarifying that the cash toll rates for RVs with trailers and cars in tow will be the same as the E-ZPass rates for the same vehicle configuration is a matter of fairness and consistency. Both the current and next-gen toll collection systems will classify transactions by profile and number of axles. (The exception will be transactions involving "dualies" where wheels also will be factored in to the transaction.) Rates ultimately get determined by the size and number of wheels of the lead vehicle and then the total number of rolling axles, thereby resulting in the final computed toll charge.</i></li> <li>3. <i>The combined weight of an RV with a trailer or passenger vehicle in tow causes higher levels of stress in a bridge's components.</i></li> <li>4. <i>With respect to dualies, the Commission currently classifies these heavier-payload pickup trucks as a passenger vehicle. Other toll agencies in the region classify dualies as trucks or light trucks. The Commission's proposed toll adjustment for dual-wheel rear-axle pickup trucks will put the agency in line with the vehicle-classification practices of other toll agencies in our region. Dually pick-up trucks are heavier and wider than conventional four-wheel pickup trucks. If the proposed adjustment is approved, dualies would be classified as a light truck. While the toll for a light truck is higher than a passenger vehicle, the Commission's long-standing policy is to charge a lower per-axle rate for light trucks -- \$3.25 per axle – compared to the \$4 per-axle rate charged to vehicles with three or more axles.</i></li> </ol>	

Category: RVs

Name/Contact	Comment	Theme
<p>Frank Unterberger Marshall's Creek, PA East Stroudsburg Hearing</p>	<p>I'm a little disappointed there is not more people here, but I think it is because of the way you advertised, but that's my opinion. I own a campground in Pennsylvania called Otter Lake Camp Resort, and it is above Marshalls Creek about ten miles. I don't use your bridge, but I'm here to represent my customers. I have a business. I employ – I have a payroll of 40 people. More than \$16,000 a week. I have a very successful business, and I think your rates are unconscionable. I am going to put a sign up in my store saying if you got a motor home, and you are towing a car when you get to the toll booth, stop, unhook your car and let the wife get in and pay a dollar to go across and you pay for the motor home. You save \$7 that way. I mean, this is kind of ridiculous to penalize the recreational industry which is the backbone of the Poconos. I mean, you want to build a new bridge, fine, build a new bridge. I don't have no trouble with that. I don't use that bridge anyway. But, I mean, whatever happened to all the money that was collected for the interstate? When Eisenhower proposed it, it was five cents a gallon tax on gasoline to pay for it. I have driven all over this country, and it looks like the interstate is just about done. Now they are making two lanes in to three lanes, and that cost money, too. But there should be money to build an interstate bridge. The one on I-84 crosses the Delaware, there is no toll. I mean, it is just an unconscionable amount of money. I know you have to collect money, and I was told years ago when they were talking about toll increase, that about 80 percent of the toll money goes to fund salaries for toll collectors' benefits and pensions. So, if we didn't have any toll collectors, we wouldn't need any tolls more or less. It is just unconscionable for the recreational industry anyway. And I'm just very upset about it, and that's about all I can say. I mean, I don't know how you advertised, but, obviously, from my people who come-- one third of my business comes from Pennsylvania and one third from New Jersey and one third from New York. Well, the New Jersey and New York people have no idea what is going on, so they are not here, but I'm here. I'm just very upset with the whole thing. I mean, I know you have to collect money, don't get me wrong. I'm not opposed to that. But I just think the amounts, how can you go from \$4 to \$20 is – I don't see how you can justify that. And another thing, I'm looking at your markups. I have never seen a motor home or recreational vehicle with two axles in front of it anywhere. And I've been in the business for 45 years. Thank you.</p>	<p>-Increase in toll will have a negative effect on commerce</p>

<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>The Commission charges the lowest rates of any bridge-oriented toll agency in the region. This includes all of the public agencies providing passage across the Delaware River.</i></li> <li>2. <i>The proposal for RVs with a trailer or passenger vehicle in tow clarifies only what the cash toll should be in these particular transactions. This will ensure that E-ZPass customers and cash customers pay the same toll when driving an RV with a trailer or passenger vehicle in tow through a Commission toll lane.</i></li> <li>3. <i>The combined weight of an RV with a trailer or passenger vehicle in tow causes higher levels of stress in a bridge's components.</i></li> <li>4. <i>The Commission has never received federal funds of any kind to operate and maintain the Delaware Water Gap (I-80) Toll Bridge. The Commission is obligated under its federal compact and its bond covenants to operate the facility as a toll bridge.</i></li> <li>5. <i>The gentleman's assertions about 80 percent of toll revenue going to fund salaries, benefits and pensions is unfounded hearsay. While labor costs are substantial for the Commission – just like they are for any private business or other government agency – toll collectors are among the lowest paid employees at the Commission. In fact, the entire operating budget for the Commission generally represents 51 cents out of every dollar in revenues the Commission collects each year.</i></li> </ol>	
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Comment Cards

Category: Scudder Falls Replacement Bridge toll schedule

Name/Contact	Comment	Theme
<p>Sister Lillian Harrington Ewing, NJ President of Villa Victoria Academy</p>	<p>Are you taking into consideration school buses? Our buses will be going over the bridge 4 times a day. That means they will have paid tolls 4x.</p>	<p>-School buses/commuter discount</p>
<p>Staff Response</p>	<p><i>Like other toll agencies, the Commission will classify school buses at the Scudder Falls Replacement Bridge according to profile and rolling axles/wheels. As most school buses are two-axle vehicles eight feet and above in height, these vehicles will be charged a light truck rate. The Class 2/Light Truck Rates for the Scudder Falls Replacement Bridge are proposed as follows: 2-Axle Truck with E-ZPass \$7.00; 2-Axle Truck Toll-by-Plate \$8.35. The Heavy Truck Rates for the Scudder Falls Replacement Bridge are proposed as follows: Per-Axle E-ZPass \$4.25; Per-Axle Toll-by-Plate \$4.75. Tolls on the new bridge will be charged in the southbound direction only.</i></p>	
<p>Michael Foran Levittown, PA</p>	<p>The bike access on the bridge which goes to the path on both sides of river is a waste. There is nothing around the area which would bring pedestrians or bikers. There is no shopping near or housing since there is no bikers or walkers allowed on 1-95. There is already access to towpaths from the park &amp; ride nearby. Also, will the bikers/pedestrians have to pay since bridge will be tolled, or will they get a free ride?</p>	<p>-Against Bike/Ped Path</p>
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>Original concepts of the Scudder Falls Replacement Bridge did not include a walkway. The bicycle/pedestrian walkway was added at the urging of recreationists, elected officials, and local businesses and residents who requested an additional linkage between the popular canal paths on both sides of the Delaware River. Proponents said the bridge should comply with Complete Streets policies in the two states by including a walkway. Bicycle/pedestrian walkway advocacy was the most frequently relayed comment the Commission received during the project's environmental documentation process.</i></li> <li>2. <i>There is no practical means of collecting tolls from bicycle riders and pedestrians. The Commission would be heavily criticized if it attempted to collect such a toll on sightseers and passive recreationists.</i></li> </ol>	

Albert Scerbo Yardley, PA	The bridge is very much needed of this upgrade. Considering no state or federal funds to pay for the construction, the proposed toll rate especially w/ the commuter discount appears fair. I would however recommend you not start the toll until the full completion of the road & bridge construction. The toll then paid represents the full benefit of a complete bridge.	-Supports the project and the tolls  -Begin tolling upon full completion of the bridge
Staff Response	<i>To keep toll rates as low as possible, the Commission needs to begin collecting tolls as soon as practicable. Any postponement in charging a toll for the new facility -- whether fully completed or half completed – would surely drive up borrowing costs. This, in turn, would drive up toll rates. The best way for motorists to save money at the Scudder Falls Replacement Bridge will be to pay tolls with an E-ZPass transponder.</i>	
<b>Category: Dualies/RVs</b>		
Bernard Sbotor Milford, PA	I think you are doing a great job. I think the rates are fair and just.	-Support for the toll actions and the DRJTBC
Staff Response	<i>No response warranted.</i>	
David Jacobi Marshalls Creek PA,	You are already required to pay more for a larger vehicle, it is hard to understand the justification for the 8 times increase just because it is towing a vehicle behind it, versus that vehicle being driven itself. The dually should not be charged more simply because it has the ability to carry a heavy load, most trucks are used as family or commuter vehicles a very high percentage of the time, doesn't justify the added charge because it might have a load.	-Dualies do not imply that the vehicle has the ability to carry a heavier load, a dualie may be a family or commuter vehicle, so it should not be charged a higher toll

Staff Response	<ol style="list-style-type: none"><li>1. <i>The proposed adjustment for an RV with a trailer or passenger vehicle in tow applies only to cash transactions. The proposed rate change is to the toll amount currently being charged in E-ZPass transactions for the same vehicle combinations. The methodology for setting the toll rates for RVs with a trailer or car in tow is similar to that of other toll agencies. It is based on the profile/number of wheels of the lead vehicle and the total number of rolling axles in the transaction. A 10-percent discount applies in these transactions when the toll is paid with an E-ZPass transponder during off-peak hours – (9:01 p.m. to 5:59 a.m.)</i></li><li>2. <i>The combined weight of an RV with a trailer or passenger vehicle in tow causes higher levels of stress in a bridge's components.</i></li><li>3. <i>The Commission's proposed toll adjustment for dual-wheel rear-axle pickup trucks will put the agency in line with the vehicle-classification practices of other toll agencies in our region. Dually pick-up trucks are heavier and wider than conventional four-wheel pickup trucks. If the proposed adjustment is approved, dualies would be classified as a light truck. The Commission's long-standing practice is to provide a reduced toll rate for light trucks (currently \$3.25 per axle) as compared to trucks with three or more axles (currently \$4 per axle).</i></li></ol>	
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Emails to Community Affairs

Category: Dualies

Name/ Contact	Comment	Theme
Kim Rinkel Shohola, PA	I believe raising the toll for non-business “dualies” is un-fair! We only own dualies to pull our family camper and cannot afford another vehicle just for work! The only difference between us and a regular pick-up is 2 more tires! How does that justify a \$5.50 increase? We have no more axels! I can understand this increase for businesses making money with these vehicles, but not for personal vehicles just going to work! It would now cost \$32.50 per week versus 5.00? Unrealistic!	-Unrealistic increase for families utilizing vehicles with dualies to commute to work
Staff Response	<i>This is a virtual repeat of a message the Commission received through its Contact Us portal from Kim and William Rinkel that is listed in that section of this report. Please see the response in the Contact Us Portal portion of this report.</i>	

Category: RVs

George Kelchner Phillipsburg, NJ	Please if you can let senior citizens get a discount. We don't make money with our RV's. Cuts us a break please,this is our last hurrah!	-Seeks senior discount for RVs
Staff Response	<i>Like the preponderance of other toll agencies in the United States, the Commission's toll rates are applied uniformly upon its customers regardless of a motorist's age. Tolls are based on the size and number of axles of a vehicle crossing the bridge. The exceptions are a 40-percent discount for Class 1/passenger vehicles with E-ZPass that make 16 tolled commutes per month and a 10-percent discount for non-peak-period (9:01 p.m. to 5:59 a.m.) crossings by non-Class 1/passenger vehicles, including RVs.</i>	

Category: Proposed Scudder Falls Replacement Bridge toll schedule

Phyllis Rieger. Dover, NJ	I would be remiss without adding my 2 cents. I am sick of tolls! Why does this bridge have to be tolled?! Right now, it is one of the only major bridges to cross from New Jersey to Pennsylvania without stopping. A toll is the same as a tax and right now, I am taxed to the brim! It is not fair. I think the commission should fund bridges more wisely and not caught up in tolling people to death. We need a much better accounting of where money is going, how its spent, etc. before considering another toll. Please reconsider charging a toll. It will dreadfully back up traffic, and only make the company that collects the tolls via EZ Pass richer, than it is now.	-Opposes new toll  -Questions funding
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<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>The commenter apparently does not want tolls to be charged at the Scudder Falls Replacement Bridge. However, she does not identify any other achievable alternatives to pay for the new bridge and all of the many other improvements included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li>2. <i>The decision to toll the Scudder Falls Replacement 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 has been 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.</i></li> <li>3. <i>With respect to backing up traffic, toll booths will not be used at the Scudder Falls Replacement Bridge as that would defeat the intended outcomes of the project's safety and efficiency objectives. This is why an all-electronic tolling (AET) system will be used to collect tolls from motorists traveling at highway speeds without stopping or slowing down.</i></li> <li>4. <i>The principal use of the tolls at the new bridge is to pay the costs of carrying out the Scudder Falls Bridge Replacement Project -- not to enrich the Commission's E-ZPass back-office service provider.</i></li> </ol>	
<p>Sandy Peters Lawrenceville, N.J.</p>	<p>Today I heard about a meeting on the news but it is too far away. I was not aware of a meeting on the 21st, I heard or saw no advertising for this meeting. Anyway, I am extremely frustrated over this toll. I work 3 days a week, sometimes more, in Yardley, PA. I will not make the quota for the work ezpass. For 30 years I have commuted to PA. Now I will have to pay for the privilege of going to work, unless I want to add 20 minutes or more to go over a bridge in Trenton or Washington Crossing. I oppose ANOTHER toll! I know this is falling on deaf ears because this decision has already been made. But at the very least, you should not be penalizing people who are traveling through from other areas with a higher fee. It's unfair for people on vacation, etc to have to pay more just because they don't live here and have ez pass. All over the country we have a bad reputation for tolls in this part of the country. It's embarrassing that we will make people pay a higher fee. Just another reason for people to insult us.</p>	<p>-Asks about advertising of hearing dates -Opposes new toll -Questions higher toll rate for non-E-ZPass (toll-by-plate) motorists</p>

<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>A legal advertisement was published in the July 9 edition of The Times of Trenton in accordance with the Commission's 2013 toll adjustment policy. The Times of Trenton subsequently published a front-page article on the proposed Scudder Falls toll schedule in advance of the two District 1 toll hearings in mid-July.</i></li> <li>2. <i>The commenter opposes a toll at the Scudder Falls location but does not offer any achievable alternative mechanism to pay for the new bridge and all of the many other improvements that are included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li>3. <i>The proposed toll-by-plate rates are not a penalty. Rather, this proposed higher toll is to be applied to cover the additional administrative costs involved in identifying and billing motor-vehicle owners who travel across the new bridge without E-ZPass.</i></li> </ol>	
<p>Dorothea Malina, Pennington, NJ</p>	<p>I appreciate that my neighbors have shared information on expected tolls for the next Scudder Falls Bridge connecting NJ and PA along Interstate 95.</p> <p>So many residents of both NJ and PA use it to get to their jobs and medical appointments that I must echo their concerns regarding the financial burdens this will place on them. Working couples don't have the same schedules, yet share responsibilities for child care. Also, they may need to switch cars for any number of reasons. Indeed, we do not want to see families squeezed.</p> <p>And for safety and environmental reasons we don't want to see them detour to free or less expensive alternative crossings.</p> <p>The replacement Scudder Falls Bridge that connects I-95 between NJ and PA will become a tolled crossing. To ease the future financial burden upon working families, I suggested the following:</p> <p>The proposed base future toll for an E-ZPass-equipped passenger vehicle crossing the Scudder Falls Replacement Bridge would be \$1.25. I understand that frequent commuters who make 16 tolled crossings in a respective month across Commission toll bridges would be provided an automatic 40-percent discount to 75 cents per tolled trip, provided the transactions are recorded on the same DRJTBC-affiliated E-ZPass tag. To lessen the financial burden on families with multiple commuters and E-Zpass tags, meeting the discount eligibility threshold of 16 tolled crossings should be per E-Zpass account number, not per tag number. This would lessen the budgetary difficulties households will be facing while adjusting for the tolls and reduce its regressive tax implications upon lower income classes.</p>	<p>-Concerns about financial burden</p> <p>-Concern about toll diversion</p> <p>-Questions qualification for E-ZPass commuter discount</p>

<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>The E-ZPass rates proposed for the replacement bridge are still among the lowest for a bridge-oriented toll agency in the region as well as any toll agency along the Delaware River. The cited \$2.60 toll-by-plate passenger vehicle toll that is being proposed is higher than the base E-ZPass rate because of the need to cover the additional administrative costs of identifying and billing motor-vehicle owners without E-ZPass.</i></li> <li>2. <i>A Traffic Diversion Study was conducted in 2010 for the project's Environmental Assessment Addendum. The report's conveyance letter states: "The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods."</i></li> <li>3. <i>The Commission's long-term policy is to apply the commuter discount on a per-transponder basis. A change in this policy could necessitate a change in the toll rates of both the proposed toll schedule for the new Scudder Falls Bridge and the current toll schedule for the Commission's seven existing toll bridges.</i></li> </ol>	
<p>Andrew Peiffer Yardley, PA</p>	<p>To Whom it May Concern,</p> <p>I am writing to comment on the Scudder Falls Bridge toll schedule. I feel that using the metric of 16 times per month to reduce the toll is inconvenient to the people who carpool over the bridge. I feel that it would be better to have the reduction based upon a weekly figure such as 5 times per week. Carpooling should be a consideration since it is helpful to congestion and the environment. Also I would not be able to continue to afford to use the bridge if the tolls are continually increased.</p> <p>Thanks,</p>	<p>-Commuter discount calculation</p> <p>-Carpooling</p> <p>-Future toll increases</p>
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>Due to the arrangement the Commission has with its current E-ZPass back-office service provider, the commuter discount must be provided on a month-to-month basis. A change in this arrangement could necessitate a change in the toll rates of both the proposed toll schedule for the new Scudder Falls Bridge and the toll schedule for the Commission's seven existing toll bridges.</i></li> <li>2. <i>While the Commission supports carpooling as a public policy aim, the agency is not in a position to administer any kind of further discounts for carpooling customers.</i></li> </ol>	

	<p>3. <i>The proposed toll schedule for the new Scudder Falls Bridge is based in large measure on traffic projections, estimated project costs, and anticipated bond market rates. There are no scheduled toll increases factored into the toll proposal and additional toll increases for this facility are not anticipated as being needed for the foreseeable future.</i></p>	
<p>Linda Ditmars Ewing, NJ</p>	<p>As a resident who lives extremely close to I-95 and the current and proposed Scudder Falls Bridge, I have a number of comments re: the tolling proposal and related matters:</p> <p>1. Why is the toll plaza on the NJ side of the bridge? The NJ side has residents (including me!) who live much closer to the road and bridge than on the Pa. side and as traffic will need to slow down as they approach the plaza, NJ will be subjected to the majority of the noise, exhaust fumes, etc. I realize a noise wall will be built in some areas, but that will certainly not eliminate all noise and air pollution that will be generated by the slowing traffic in the area.</p> <p>2. Can the use of so-called compression or "Jake" brakes be banned in the area of the bridge? Currently, the loudest noise results from the use of these truck brakes as they suddenly slow down as they reach the bridge. I can only imagine how much more these brakes will be used when a toll plaza is in place. Some areas in NJ ban their use now. It doesn't seem right that one truck using these brakes can destroy the peace and quiet of thousands of surrounding neighbors.</p> <p>3. I was unable to attend the public meetings on the tolling as I did not get my notice until one of the meetings had already taken place and the other meeting was literally the day I received my letter and I could not change my plans on such short notice. Please consider providing adequate notice for future meetings.</p> <p>4. Finally, I strenuously object to this bridge being tolled. I have gone to most of the public meetings on the proposed bridge going back almost ten years and there was not even a mention of tolls until relatively recently in the process---and at the point that many folks had stopped attending the meetings. The entire toll concept seemed to be thrown in as an afterthought even if the Commission had it in mind all along. Scudder Falls should continue to be a "free" bridge---just as it has been untolled for the course of its entire existence. If the Commission cannot afford to build this bridge without ongoing toll funding, then don't build until the Commission has the necessary funds. As I've pointed out on many occasions--the overwhelming majority of traffic backups on this bridge occur during the morning</p>	<p>-Incorrectly asserts there will be a toll plaza – and that it will be on the New Jersey side of the bridge</p> <p>-Asks about “Jake” brakes, which is not part of the toll schedule</p> <p>-Says she did not receive sufficient notice of the District 1 toll hearings</p> <p>-Incorrectly states that tolls were only recently mentioned for the project</p> <p>-Opposed to tolling</p> <p>-Urges Commission to improve older bridges in its system</p>

	<p>rush hour from Pa. into NJ, and the evening rush hour from NJ into Pa---i.e., commuter traffic---which can be handled by less drastic means than a billion dollar new bridge. Consider van pools, improved public transportation options, flex hours, etc.</p> <p>It is quite obvious that the new Scudder Falls bridge, and the later tolling proposal was a done deal from the very first mention, and all of the public meetings and public comments were just legally required distractions to make it appear that the public had some real input into the process--but little has changed during the entire process other than the project's rapidly increasing price tag. Please reconsider the plan and put your emphasis on improving the older bridges in your inventory.</p>	
<p><i>Staff Response</i></p>	<ol style="list-style-type: none"> <li><i>1. The new Scudder Falls Bridge will not have a conventional barrier toll plaza. Tolls will be collected at the location using an all-electronic toll (AET) collection system of E-ZPass transponder readers and high-resolution cameras that will record license plate images of vehicles without E-ZPass. The bridge's AET facility will be on the Pennsylvania side and will collect tolls only in the southbound direction from vehicles moving at highway speeds.</i></li> <li><i>2. There won't be a toll plaza on the New Jersey side of the new Scudder Falls Bridge; the cited concern of trucks using compression-release engine brakes at such a facility is not applicable to the toll-setting process.</i></li> <li><i>3. The toll hearings were advertised in accordance with the Commission's 2013 toll adjustment hearings and comment policy. The hearings were further publicized through the issuance of press releases. Some of the news coverage in the District 1 area included front-page articles in daily newspapers and internet postings.</i></li> <li><i>4. The Commission approved tolling for the Scudder Falls Replacement Bridge in 2009. The initial announcement of tolling generated front-page articles and radio and television coverage. Tolling of this location has been mentioned on the project and Commission websites ever since. A hearing on tolling was conducted as part of the Environmental Assessment Addendum public comment process in December 2011, which also was publicized. The tolling decision has since been affirmed by the FHWA on three separate occasions, including the June 2012 issuance of a Finding of No Significant Impact (FONSI) – which further publicized that the bridge will be tolled.</i></li> <li><i>5. The commenter does not provide an achievable alternative for funding the new bridge and related regional transportation improvements that are part of the Scudder Falls Bridge Replacement Project. Toll collections are the sole revenue source for the Delaware River Joint Toll Bridge Commission.</i></li> </ol>	

	<p>6. <i>Since 2001, the Commission has carried out a comprehensive Capital Improvement Program that has already financed the rehabilitation and improvement of the agency's various bridge crossings. The functionally obsolete Scudder Falls Bridge is now nearing the end of its useful lifespan and needs to be replaced as the next major project in the Commission's ongoing capital program.</i></p>	
<p>Raymond R. Rugarber Warwick, PA</p>	<p>I read the short article in The Intelligencer about the proposed toll schedule for the new Scudders Fall bridge.</p> <p>What I don't comprehend and don't agree with is a reduced fare for commuters. I disagree with any reduction for commuters because each vehicle that uses the bridge makes an impact on the longevity of the structure and the subsequent long term repair and maintenance of it. So the concept of reducing fares for vehicles that will cause the structure to deteriorate faster defies logic from an engineering perspective. Perhaps the reduced fare was proposed because the present bridge is free, hence, imposing tolls becomes a potential marketing and political issue.</p> <p>In any event, I am against any reduced fare structure for commuters due to the wear and tear on the bridge and the subsequently shortened life span of the structure.</p> <p>Thank you for extending the public comment deadline and giving me the opportunity to express my thoughts.</p>	<p>-Opposes the E-ZPass discount for frequent commuters</p>
<p><i>Staff Response</i></p>	<p><i>A discount for frequent bridge commuters who use an E-ZPass transponder to pay their tolls has been a Commission tolling policy since 2003. The inclusion of an E-ZPass frequent commuter discount in the proposed Scudder Falls Replacement Bridge toll schedule is an extension of that well-established policy.</i></p>	

<p>David Barskey Warwick, PA</p>	<p>1. The basis for setting the toll amounts is not clear. I could not attend any of the hearings and I did not see an explanation on the web site for how the tolls were calculated and why they were set at the posted amounts. For example, why is the toll set at \$2.60 for a passenger vehicle toll-by-plate? The public comment period should be extended again so an explanation for how the toll amounts were derived or calculated is better explained.</p> <p>2. It is also noted that this specific toll, and likely all the others, is higher than what is charged at the other similar bridges, such as the \$1.25 toll for the Route 1 bridge between Trenton and Pennsylvania. Why are the tolls so much higher for the new bridge? This will likely mean drivers will divert to other bridges that are not tolled or have lower tolls, resulting in decreased revenue over what is projected. The toll should be lowered to be closer to what is charged at the other bridges.</p> <p>3. For non-EZ Pass vehicles, a self-addressed stamped envelope should be included with the bill to encourage compliance with paying the bill. It is cheaper for the DRJTBC to get a bulk postage rate than for each vehicle owner to have to use a full price stamp. Also, the envelope with the bill must be clearly labeled as being a bridge toll so it does not get tossed as junk mail.</p> <p>4. For non-EZ pass vehicles, how often will bills be sent? As I cross the bridge a number of times on a monthly basis, but not enough to justify EZ-Pass, bills should be sent on a frequency no more than a monthly calendar basis, which saves on postage for the DRJTBC as well as the vehicle owners.</p> <p>5. Hopefully, there will be clear signage before the bridge for nonEZ-Pass vehicles to know what the toll amount will be and that billing will be determined via camera and mailing a bill to vehicle owner.</p> <p>Thank you for the opportunity to comment and for extending the comment period.</p>	<p>-Wants to know the factors that went into the computation of the toll rates</p> <p>-Takes exception with the \$2.60 toll-by-plate rate</p> <p>-Wants the public comment period extended further until given explanation of how toll rates were derived/calculated</p> <p>-Concerned the SFB toll rates will cause diversion to other bridges</p> <p>-Asks for return-addressed stamped envelope be included with toll-by-plate bills</p> <p>-What will be frequency of toll-by-plate bills</p> <p>-Wants clear signage before the bridge to inform motorists of toll—by-plate rates</p>
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<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. Toll rates were computed after the submission of 60-percent design documentation for the Scudder Falls Bridge Replacement Project in the spring. The 60-percent documentation provided clarity on projected construction costs. Melding that information with the findings of the Level III Traffic Study and bond-market trend analysis from the Commission's financial advisers, a proposed toll schedule was constructed. The proposed toll schedule is projected to provide sufficient cash flow so the Commission can obtain the financing it needs from the bond market and meet its bond covenant obligations with the least impact to toll payers.</li> <li>2. The proposed E-ZPass toll rates for the new Scudder Falls Bridge are only slightly higher than the tolls the Commission charges at its other tolled crossings. Nonetheless, they still rank among the lowest base toll rates among the various toll agencies that operate bridges across the Delaware River between New Jersey and Pennsylvania.</li> <li>3. The Commission is already committing to use a \$100 million share of its cash reserves to tamp down the proposed toll rates for the new Scudder Falls Bridge as much as possible.</li> <li>4. The cited \$2.60 toll-by-plate passenger vehicle toll that is being proposed is higher than the base E-ZPass rate because of the need to cover the additional administrative costs of identifying and billing motor-vehicle owners without E-ZPass.</li> <li>5. Other toll agencies with all-electronic toll (AET) collection facilities charge higher rates for toll-by-plate transactions compared to transponder-based (E-ZPass, etc.) transactions.</li> <li>6. A Traffic Diversion Study was conducted in 2010 for the project's Environmental Assessment Addendum. The study's conveyance letter states: "The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods."</li> <li>7. The detailed business rules for the Scudder Falls Replacement Bridge's all-electronic toll (AET) facility have yet to be drafted and finalized. The business rules will determine what kind of return envelopes are to be included with toll-by-plate billings.</li> <li>8. The frequency of toll-by-plate billing will be determined as part of the detailed business rules for the Scudder Falls Replacement Bridge's AET facility.</li> <li>9. Pricing signage may not be permitted in advance of the bridge since the approach roadways are part of the interstate highway system and subject to Federal Highway Administration rules and regulations.</li> </ol>	
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Mark Warriner Washington Crossing, PA	In order for someone to receive the commuter discount, they need to have a NJ EZPass. Is it possible for the commission to establish a relationship with the PA EZPass group so the discount is available to both states' users? Typically it would not be an issue, but the fees associated with NJ's EZ Pass are \$9 more per year than the PA EZPass.	-Can the Commission extend the commuter discount to the transponders issued by the Pennsylvania Turnpike?
Staff Response	<ol style="list-style-type: none"> <li>1. <i>An E-ZPass transponder issued by the Pennsylvania Turnpike does not qualify for the Commission's E-ZPass frequent commuter discount program. Only transponders issued by the Commission's E-ZPass back-office service provider -- the New Jersey E-ZPass Group -- qualify for the commuter discount program. Because the NJ E-ZPass Group processes the E-ZPass toll transactions recorded at Commission crossings, the commuter discount can be applied automatically to passenger-vehicle transponders issued by the NJ E-ZPass Group.</i></li> <li>2. <i>Savings from the Commission's commuter discount program easily offsets the additional annual administrative fees for a Commission-affiliated E-ZPass transponder: commuter discount of \$8 per month (based on minimum 16 tolled trips per month of \$1.25 toll reduced to \$0.75.).</i></li> <li>3. <i>State residency does not prohibit anyone from acquiring an E-ZPass transponder from the Delaware River Joint Toll Bridge Commission's E-ZPass back-office service provider -- the New Jersey E-ZPass Group.</i></li> </ol>	
Marla & David Burchell Ewing, NJ	I attended the first informational meeting regarding this bridge construction which was held at Villa Victoria School in Ewing. At that initial meeting, many attendees asked directly if a toll was going to be imposed. We were assured there would be no toll. Unlike other residents who scoffed at that response, I believed what I was told. I attended subsequent meetings still holding that belief. Now I realize that I was naive to trust your representatives. I will not make that error going forward. Nor will my husband & I use the new bridge.	-Disappointed to learn the replacement bridge will be tolled

<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. Any statements Commission or project representatives might have made with respect to tolling in the early stages would have been based on the possibility of the Commission receiving funding support from the federal government and the two jurisdictional states of New Jersey and Pennsylvania. Moreover, toll collection technologies at that time still relied largely on barrier toll plazas; any kind of manual toll collection would have undermined the efficiency and safety objectives of the conceptual Scudder Falls Bridge Replacement Project.</li> <li>2. While the Commission explored the feasibility of federal and state funding assistance for this project, it became clear by 2009 that such financial support would not be available.</li> <li>3. The Commission approved tolling for the Scudder Falls Replacement Bridge in December 2009. The initial announcement of tolling generated front-page articles and radio and television coverage. Tolling of this location has been mentioned on the project and Commission websites ever since. A hearing on tolling was conducted as part of the Environmental Assessment Addendum public comment process in December 2011, which also was publicized. The tolling decision has since been affirmed by the FHWA on three separate occasions, including the June 2012 issuance of a Finding of No Significant Impact (FONSI) – which further publicized that the bridge will be tolled.</li> <li>4. Finally, the maturity of cashless tolling technologies in this country has made it possible for the Commission to electronically collect tolls from customers at highway speeds without congestion-causing toll booths.</li> </ol>	
<p>Anthony G. Martilotti Yardley, PA</p>	<p>Let me go on record as saying, I believe you have grossly underestimated the number of drivers who will be using the Calhoun Street and Trenton Makes Bridges to get back into Pennsylvania. What's the right word here....lets go with "thrifty." You've underestimated how many "thrifty" people will avoid the Scudder Falls Bridge heading south into Pennsylvania. I believe that will result in a significant amount of traffic on the two free bridges. For these thrifty folks, time is not as important as saving the \$125 or \$.75. They will wait in line to avoid paying. Time will tell. As for the tolls, obviously the lest expensive the better. With that said, constructing the new bridge and continued care of the infrastructure necessitates a toll. I would suggest starting at \$1.00 per passenger vehicle with the discount dropping to \$75 on repeated use.</p>	<p>-Concern about toll diversion to non-toll crossings -Make base passenger vehicle toll \$1 -Consider a host-community discount</p>

	<p>Would there be any consideration in allowing the residents who boarder the bridge to have an even further discount? Allow residents in Lower Makefield in PA and Ewing Township, NJ an further discount? These are folks, along with the emergency responders who will be dealing with the traffic and noise from the bridge more often. Maybe one E-Z Pass transponder per family linked to a family vehicle which enables a lesser rate? I recognize that may not be administratively possible but wanted to suggest it.</p> <p>In any event, best of luck with the construction. I am looking forward to the completion of the new bridte.</p> <p>Thank you,</p>	
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>A Traffic Diversion Study was conducted in 2010 for the project's Environmental Assessment Addendum. The report's conveyance letter states: "The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods."</i></li> <li>2. <i>The Commission is already committing to use a \$100 million share of its cash reserves to tamp down the proposed toll rates for the Scudder Falls Replacement Bridge as much as possible.</i></li> <li>3. <i>The way that host community residents can save money at the Scudder Falls Replacement Bridge is to use E-ZPass. The lowest toll rates will be charged to E-ZPass customers, with an additional 40-percent discount for commuters who make 16 tolled trips across Commission bridges per month with the same E-ZPass passenger vehicle transponder.</i></li> </ol>	
<p>Kathy Pruner Yardley, PA</p>	<p>I would like to voice my objection to plans to turn the Scudder Falls Bridge into a toll thruway. I am a Pennsylvania resident who has commuted to Princeton for the last 19 years and feel that implementing a toll on what is now a free interstate highway will negatively impact me and many other daily PA to NJ commuters. In order to avoid additional expense to their commutes, many drivers will seek out one of the alternate smaller bridges which will in turn cause additional traffic in Yardley, Morrisville and Washington Crossing.</p> <p>I do have E-ZPass and am glad that you would consider a discounted rate for users. However, I hope you will keep the toll no more than 50 cents if your commission moves forward with a toll.</p> <p>Thanks in advance for your attention to this matter.</p>	<p>-Opposes change to a toll bridge</p> <p>-Concern about toll diversion to other bridges</p> <p>-Uses E-ZPass, but wants a 50 cent toll</p>



<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>A Traffic Diversion Study was conducted in 2010 for the project's Environmental Assessment Addendum. The report's conveyance letter states: "The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods."</i></li> <li>2. <i>State residency has no bearing on qualifying for the 40-percent frequent commuter discount. An individual, however, will need a passenger vehicle transponder issued by the Commission's E-ZPass back-office service provider – the New Jersey E-ZPass Group. This is the same E-ZPass administrative unit that services other nearby bi-state toll agencies such as the Delaware River Port Authority (DRPA) and Delaware River and Bay Authority (DRBA). Because the NJ E-ZPass Group processes the E-ZPass toll transactions recorded at Commission crossings, it can apply the commuter discount automatically to the passenger-vehicle transponders it issues on behalf of the Commission and the other nearby bi-state transportation agencies.</i></li> <li>3. <i>An individual's state of residency doesn't prohibit him or her from acquiring an E-ZPass transponder from the Delaware River Joint Toll Bridge Commission's E-ZPass back-office service provider – the New Jersey E-ZPass Group.</i></li> </ol>	
<p>Kathryn Kausch Newtown, PA</p>	<p>As someone who uses the Scudder Falls bridge for personal reasons at least 2 or 3 times a week, I would suggest there be some consideration for "no tolls" for residents of the area. I suspect many local residents will use the bridge to go into New Jersey but will go to one of the free bridges to return to PA. Thank you</p>	<p>-Seeks no tolls for locals  -Concern about toll diversion to other bridges</p>
	<ol style="list-style-type: none"> <li>1. <i>The commenter did not provide comment on the proposed toll schedule except to request that area residents be absolved of paying tolls. Additionally, she did not provide an achievable alternative for funding the new bridge and related regional transportation improvements that are part of the Scudder Falls Bridge Replacement Project. Toll collections are the sole revenue source for the Delaware River Joint Toll Bridge Commission.</i></li> <li>2. <i>The Scudder Falls Bridge is primarily a commuter crossing and area residents will therefore be the primary beneficiaries of the bridge project and its many other regional transportation improvements; to absolve them of tolls while</i></li> </ol>	

	<p><i>charging others an exorbitant toll would run afoul of the federal requirement that tolls “shall be just and reasonable.”</i></p> <p>3. <i>A Traffic Diversion Study was conducted in 2010 for the project’s Environmental Assessment Addendum. The report’s conveyance letter states: “The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods.”</i></p>	
Noe LaFramboise Ewing, NJ	<p>We are seniors on fixed incomes who have resided one mile from SFB for 39 years. We use the bridge daily for commerce and visits into PA and feel that that tolls would present a clear hardship to our everyday travels. If tolls are inevitable, we recommend that residents that live within 5 miles of the SFB be held harmless for bridge usage tolls and be reimbursed in full via E-ZPass.</p>	-Seeks no tolls for residents within 5 miles
	<p>1. <i>The commenter did not provide comment on the proposed toll schedule except to request that area residents be absolved of paying tolls. Additionally, she did not provide an achievable alternative for funding the new bridge and related regional transportation improvements that are part of the Scudder Falls Bridge Replacement Project. Toll collections are the sole revenue source for the Delaware River Joint Toll Bridge Commission.</i></p> <p>2. <i>The Scudder Falls Bridge is primarily a commuter crossing and area residents will therefore be the primary beneficiaries of the bridge project and its many other regional transportation improvements; to absolve them of tolls while charging others an exorbitant toll would run afoul of the federal requirement that tolls “shall be just and reasonable.”</i></p>	

Addendum – The following comment was received after the close of the comment period

Category: Scudder Falls Replacement Bridge toll schedule

Name/Contact	Comment	Theme
<p>Luke Thompson, Operations Director LX Coach Lower Makefield, PA</p>	<p>We are a bus company in Lower Makefield Township, and frequent users of the Scudders Falls Bridge, and are confused by conflicting information on the proposed tolls on this bridge.</p> <p>One release says the toll will be "\$1.25 for passenger vehicles with E-ZPass, \$2.60 for Toll-by-Plate passenger vehicles without E-ZPass and 75 cents for commuters who make at least 16 tolled trips per month. Higher rates will be charged for trucks and other non-passenger vehicles".</p> <p>Clearly, that means that the bus toll will be \$1.25 with E-ZPass. A bus is not a "truck or other non-passenger vehicle".</p> <p>However, the proposed toll schedule on your website now defines buses as trucks, just like is done at the Morrisville Toll Bridge.</p> <p>Can you please provide assurance that you will not charge buses and mass transit vehicles the same rates as trucks, like is done at the Morrisville Toll Bridge? The Morrisville bridge charges buses and mass transportation vehicles TWELVE (12) times the car rate. Buses have substantially lower rates than trucks at ALL other toll bridges across the Delaware river, except for those run by DRJTBC.</p>	<p>-Wants clarification of toll rate for buses</p>
<p>Staff Response</p>	<ol style="list-style-type: none"> <li><i>The proposed toll schedule for the Scudder Falls Replacement Bridge was posted on the Commission's website – <a href="http://www.drjtbc.org">www.drjtbc.org</a> -- on July 8, 2016. The toll schedule clearly spelled out that tolls for buses will be classified as either light trucks (two axles) or heavy trucks (three or more axles). As a general rule, the intended audience of press releases are media outlets. Due to the length of the toll schedule, press releases issued in connection with this comment process stipulate that more information on the tolls is posted at <a href="http://www.drjtbc.org">www.drjtbc.org</a>. Many further cited the URL-friendly web address the Commission established to directly access the proposed Scudder Falls toll schedule: <a href="http://www.drjtbc.org/scuddertolls">www.drjtbc.org/scuddertolls</a>.</i></li> <li><i>It has been a long-standing Commission practice to classify buses at truck rates (Class 2/light truck) or (Class 3/Heavy Truck) at the agency's toll bridges.</i></li> </ol> <p><i>(Note: Mr. Thompson's communication was sent September 13. Community Affairs sent Mr. Thompson an email response on September 16 and it included the full toll schedule with the various definitions.)</i></p>	

Emails to Contact Us Portal

Category: Scudder Falls Replacement Bridge Toll Schedule

Name/ Contact	Comment	Theme
Michael Melsky New Hope, PA	I have been repeatedly told the tolls are needed to pay for this project and it needs to be done immediately. As a result, I'd like to know what the projected timeline will be for these tolls to be removed once that cost is satisfied.	-Will tolls be discontinued once facility is paid for
<i>Staff Response</i>	<p><i>Tolling is needed at the Scudder Falls Replacement Bridge to help the Commission finance the bridge replacement project and to operate and maintain the facility.</i></p> <p><i>With respect to the question of paying off the bridge, the terms of bond financing for this multi-faceted project have yet to be determined. That said, the debt-service targets for carrying out the Scudder Falls Bridge Replacement Project are to be paid by the tolls collected at the new Scudder Falls facility. After retirement of the bonds, the expectation is that tolling will remain in place at the new facility to help fund the continuing operation, maintenance, repair and capital improvements to the agency's tolled and non-toll facilities, including the Scudder Falls Replacement Bridge.</i></p> <p><i>(Note: The Communications Department sent a response to Mr. Melsky with respect to his request for an explanation of how tolls will be used after retirement of the project's debt service.)</i></p>	
Bob Schneider Hightstown, NJ	<p>Submit our request for no toll on scudders fall bridge connecting Pa with NJ.</p> <p>This is another burden on businesses and citizens of NJ and PA. Currently there is no toll and that should remain.</p> <p>Thank you</p>	-Opposes toll
<i>Staff Response</i>	<ol style="list-style-type: none"> <li><i>1. The commenter opposes a toll at the Scudder Falls location but does not offer any achievable alternative mechanism to pay for the new bridge and all of the many other improvements included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li><i>2. Tolling of the replacement bridge was approved in 2009 and the decision has since been affirmed by the FHWA on three separate occasions.</i></li> </ol>	

	<p>3. <i>Tolling was approved in 2009 due to the absence of available funds from the federal government and the states of Pennsylvania and New Jersey that might have paid the costs of the bridge replacement project so that it could stay a non-tolled crossing. Those funding dynamics have not changed.</i></p>	
Megan Thorpe Hamilton, NJ	<p>This is such a terrible idea. As a person who is already struggling with expenses this adds another burden. I use that bridge often as my mother lives in the neighboring state. The route one bridge is too expensive and I usually don't have cash so I often avoid it by taking a longer less direct route. I'm also assuming that since this toll on the scudder falls bridge will be completely electronic, that means my tolls will come in the mail in the form of a bill. What if I can't pay the lump sum amount by the due date? Then what? Would my license be in danger? That could undo everything I worked so hard for. I guess I would be avoiding yet another toll bridge. Especially this one.</p>	<p>-Opposes toll -Questions toll-by-plate process and enforcement</p>
Staff Response	<ol style="list-style-type: none"> <li>1. <i>The commenter opposes a toll at the Scudder Falls location but does not offer any achievable alternative mechanism to pay for the new bridge and all of the many other improvements that included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li>2. <i>Tolling of the replacement bridge was approved in 2009 and the decision has since been affirmed by the FHWA on three separate occasions.</i></li> <li>3. <i>The cited \$2.60 toll-by-plate passenger vehicle toll that is being proposed is higher than the base E-ZPass rate because of the need to cover the additional administrative costs associated with identifying and billing motor-vehicle owners without E-ZPass.</i></li> <li>4. <i>The business rules for the AET system at Scudder Falls are still being formulated but should be completed soon. A failure to pay a toll will certainly result in the application of additional fees. License suspension is a potential mechanism to address toll scofflaws.</i></li> <li>5. <i>Motorists are being encouraged – and will continue to be encouraged – to use E-ZPass as the best way to save money on tolls at the new Scudder Falls Bridge.</i></li> </ol>	

Robert Berube Newtown, PA	The passenger vehicle tolls seem reasonable. It would be better if Pennsylvania Turnpike Commission issued EZ Pass accounts were eligible for the frequent user discount.	-Supportive of proposed toll schedule  -Urges PA Turnpike E-ZPass accounts be eligible for commuter discount
Staff Response	<ol style="list-style-type: none"> <li>1. <i>An E-ZPass transponder issued by the Pennsylvania Turnpike does not qualify for the Commission's E-ZPass frequent commuter discount program. Only transponders issued by the Commission's E-ZPass back-office service provider -- the New Jersey E-ZPass Group – qualify for the commuter discount program. Because the NJ E-ZPass Group processes the E-ZPass toll transactions recorded at Commission crossings, the commuter discount can be applied automatically to passenger-vehicle transponders issued by the NJ E-ZPass Group.</i></li> <li>2. <i>State residency doesn't prohibit anyone from acquiring an E-ZPass transponder from the Delaware River Joint Toll Bridge Commission's E-ZPass back-office service provider – the New Jersey E-ZPass Group.</i></li> </ol>	
Kerry Deem Yardley, PA	I believe the 16 trips for the ezpass discount should be applied per account not just per tag. Thanks.	-Individual requests the E-ZPass commuter discount to applied on an account basis, rather than per-transponder
Staff Response	<i>The Commission's long-term policy is to apply the commuter discount on a per-transponder basis. A change in this policy could necessitate a change in the toll rates of both the proposed toll schedule for the new Scudder Falls Bridge and the current toll schedule for the Commission's seven existing toll bridges.</i>	

<p>Anne Gale Ewing, NJ</p>	<p>This toll structure penalizes those who need to use the bridge only occasionally. The toll for someone not using EZPass is more than TWICE what users will pay. How can you justify that?</p> <p>Not everyone needs or wants EZPass, especially if this bridge is the only one a person uses. The payment/record-keeping system for EZPass is cumbersome and sometimes difficult to track, making it an unwanted process to review and reconcile use/charges. For someone who has gotten along without EZPass forever, I am not at all interested in having to use it now simply because the DRJTBC is unwilling to implement a way for me to cross the bridge without being required to pay a double toll.</p> <p>Please have more consideration for me and others in the same situation - and save us the hassle of having to write the occasional check in the amount of \$2.60. That is absurd.</p>	<p>-Opposes toll-by-plate rate</p> <p>-Doesn't want to use E-ZPass</p> <p>-Has never used E-ZPass, yet claims payment/record-keeping system is cumbersome and difficult to track</p>
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>The proposed \$2.60 toll-by-plate passenger vehicle toll is higher than the base E-ZPass rate because of the need to cover the additional administrative costs of identifying and billing motor-vehicle owners without E-ZPass.</i></li> <li>2. <i>Electronic toll collection is proven technology. Transponder-based toll collection is used across the country and around the world. More than 65 percent of toll transactions at Commission toll facilities are now handled through E-ZPass. More than 30 million E-ZPass transponders are now in circulation.</i></li> <li>3. <i>Motorists are being encouraged – and will continue to be encouraged – to use E-ZPass as the best way to save money on tolls at the new Scudder Falls Bridge.</i></li> </ol>	
<p>Mitra Kelly Plainsboro, NJ</p>	<p>Toll scheduled for the Scudder Falls Replacement Bridge-I use that bridge for One exit the New Hope exit to get to church in washingtons crossing more than once a week. why should I pay 1.60 or more for one exit? The Wash. Crossing bridge from NJ is too tight for cars and vans. that needs to be replaced before this toll.</p>	<p>-Questions proposed toll rate for crossing the Delaware River</p> <p>-Says Washington Crossing Bridge needs to be replaced first</p>
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>Tolling will be needed on the new Scudder Falls Bridge to pay the costs of carrying out the construction of the new bridge and the many other regional transportation improvements included in the project. The tolls also are needed to help fund</i></li> </ol>	

	<p><i>the future operating, maintenance, repair and capital improvement costs of the Commission’s entire bridge system, including the Scudder Falls Replacement Bridge.</i></p> <p>2. <i>The Commission, unlike the “closed” systems such as the PA or NJ Turnpike(s), has no way of determining how far a motorist will drive after moving through any of its tolling locations. The toll is applied for crossing the bridge; use of the means of conveyance.</i></p> <p>3. <i>The Scudder Falls Bridge is a heavily congested, accident-prone commuter crossing. Built in 1959, the bridge is now classified as “functionally obsolete” due to capacity limitations, poor roadway geometry and safety concerns. The bridge is nearing the end of its useful lifespan. It now carries an average of about 59,000 vehicles per day – far more than it was designed to handle. The Washington Crossing Bridge, while narrow by today’s standards, is a local crossing that is relatively lightly used compared to the Scudder Falls Bridge 2.5 miles downstream. The Washington Crossing Bridge carried a daily average of 7,300 vehicles in 2015.</i></p>	
Michael Carpenter Pennington, NJ	<p>The proposed base future toll for an E-ZPass-equipped passenger vehicle crossing the Scudder Falls Replacement Bridge would be \$1.25. I understand that frequent commuters who make 16 tolled crossings in a respective month across Commission toll bridges would be provided an automatic 40-percent discount to 75 cents per tolled trip, provided the transactions are recorded on the same DRJTBC-affiliated E-ZPass tag.</p> <p>To lessen the financial burden on families with multiple commuters and E-ZPass tags, meeting the discount eligibility threshold of 16 tolled crossings should be per E-ZPass account number, not per tag number. This would lessen the budgetary difficulties households will be facing while adjusting for the tolls and reduce its regressive tax implications upon lower income classes.</p>	-Requests that the E-ZPass frequent commuter discount be applied on a per-account basis instead of the current per-transponder basis
Staff Response	<p>1. <i>The E-ZPass rates proposed for the replacement bridge are still among the lowest for a bridge-oriented toll agency in the region as well as any toll agency along the Delaware River. The cited \$2.60 toll-by-plate passenger vehicle toll that is being proposed is higher than the base E-ZPass rate because of the need to cover the additional administrative costs of identifying and billing motor-vehicle owners without E-ZPass.</i></p> <p>2. <i>The Commission’s long-term policy has been to apply the commuter discount on a per-transponder basis. A change in this policy could necessitate a change in the toll rates identified in the proposed Scudder Falls Replacement Bridge toll schedule and the current toll schedule for the Commission’s seven existing toll bridges.</i></p>	

Amy Kennard Doylestown, PA	I am a daily commuter that uses the bridge - 2 trips per day, 5 days a week. The news article says that a commission affiliated ezipass that does more than 16 trips per month get more discount. What is a commission affiliated ezipass? I have had one for over 10 years through PA Tpk. Is this covered for that discount?	-Does PA Turnpike transponder qualify for discount
Staff Response	<p><i>An E-ZPass transponder issued by the Pennsylvania Turnpike does not qualify for the Commission's E-ZPass frequent commuter discount program. Only transponders issued by the Commission's E-ZPass back-office service provider -- the New Jersey E-ZPass Group – qualify for the commuter discount program. Because the NJ E-ZPass Group processes the E-ZPass toll transactions recorded at Commission crossings, the commuter discount can be applied automatically to passenger-vehicle transponders issued by the NJ E-ZPass Group.</i></p> <p><i>State residency doesn't prohibit anyone from acquiring an E-ZPass transponder from the Delaware River Joint Toll Bridge Commission's E-ZPass back-office service provider – the New Jersey E-ZPass Group.</i></p> <p><i>(Note: The Community Affairs Department sent Ms. Kennard a response since her email was more along the lines of an informational inquiry.)</i></p>	
Elissa Kirkegard Doylestown, PA	I object to converting the Scudder Falls Bridge into a toll bridge. I have lived in Bucks County for 50 years and paid gas taxes and real estate taxes and income taxes that helped build the Scudder Falls. I cannot believe that I would now have to pay a toll to get to New Jersey. I will stop using the Scudder Falls if it becomes a toll road.	-Opposes tolling on the Scudder Falls Replacement Bridge
Staff Response	<ol style="list-style-type: none"> <li><i>1. The commenter opposes a toll at the Scudder Falls location but does not offer any achievable alternative mechanism to pay for the new bridge and the many other improvements included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li><i>2. Tolling of the replacement bridge was approved in 2009 and the decision has since been affirmed by the FHWA on three separate occasions.</i></li> <li><i>3. Real estate taxes and income taxes were not used to build the current functionally obsolete Scudder Falls Bridge. These tax sources also are unavailable to fund the construction of the replacement bridge and the project's many other regional transportation improvements.</i></li> <li><i>4. The states of New Jersey and Pennsylvania conveyed their joint ownership of the Scudder Falls Bridge to the DRJTBC on July 1, 1987. The bridge has been operated and maintained by the Commission ever since. During the past 29 years, the Commission also has funded numerous capital projects and</i></li> </ol>	

	<i>improvements at this location. The Commission's sole source of funds are the revenues it collects at its seven current toll bridges.</i>	
Glenn Lorenz Ottsville, PA	Has any consideration been given to widening the Washington Crossings bridge during construction? With increased traffic a lot of people will freak out using that narrow bridge.	-Concerns about project construction increasing traffic at Washington Crossing
Staff Response	<i>Mr. Lorenz's comment does not pertain to tolling. That said, the Washington Crossing Bridge does not need to be widened during construction. The Scudder Falls Bridge Replacement Project will be staged in a manner to allow traffic to continue moving along I-95 while construction takes place. Two lanes of traffic will be maintained in the peak direction during each respective weekday job-commuter travel period.</i>  <i>(Note: The Commission's Communications Department responded to Mr. Lorenz's inquiry with an explanation and links to the YouTube project video showing how the new bridge will be built while keeping traffic moving along I-95 through the construction zone.)</i>	
Nancy Style Washington Crossing, PA	Has any analysis been done to determine at what dollar level drivers will divert to non-toll bridges. Of particular concern would be the Washington Crossing narrow bridge. Drivers coming/going to the Newtown area could take that (if they dared!) to avoid the toll. Adding more traffic to that bridge and the surrounding park and community would be unfortunate and unsafe.	-Increased traffic in areas where other bridge are located due to people avoiding the toll
Staff Response	<i>A Traffic Diversion Study was conducted in 2010 for the project's Environmental Assessment Addendum. The report's conveyance letter states: "The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods."</i>	

<p>David McCarthy Yardley, PA</p>	<p>I am curious how it was decided to turn on of the few high volume bridges between NJ and PA into a Toll Bridge. I see this as adding little more than additional hardship to those who are required to cross the bridge daily for work, or make use of the bridge to frequent shops on either side of the river. All I see coming from this effort is increased traffic on the few remaining free bridges which are already overcrowded due to commuters. I have yet to see the value in this move to those that use the bridge daily. I also think it is prudent to question the cost in the construction of a toll plaza, the eventual upkeep costs, and wages for employees to staff it. This raises the question how is introducing such new costs prudent or provide value to those who use the bridge? I also feel rewarding regular commuters who purchase EZ Pass with reduced rates is just wrong, given the rise in identity theft you appear to be encouraging people to allow yet another corporation to have access to information that goes above and beyond the normal level of personal identifier information as it also paints a picture of where you have travelled. While I understand that there is potentially a need for the bridge to be replaced, I disagree strongly with drawing a comparison to the Mianus River Bridge as this seems little more than fear mongering. If we really believe that these bridges are so similar and the Mianus River Bridge only lasted 25 years, as the Scudders Fall is currently around 55 years we appear to be 30 years past due for a collapse.</p>	<ul style="list-style-type: none"> <li>- Opposes toll on new bridge</li> <li>- Cites traffic diversion to other bridges</li> <li>- Incorrectly states there will be a toll plaza</li> <li>- Questions policy of lower rates to E-ZPass users</li> <li>- Alleges E-ZPass data abuse</li> <li>- Takes issue with Mianus River Bridge reference</li> </ul>
<p>Staff Response</p>	<ol style="list-style-type: none"> <li>1. <i>The commenter opposes a toll at the Scudder Falls location but does not offer any achievable alternative mechanism to pay for the new bridge and the many other improvements included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li>2. <i>Tolling of the replacement bridge was approved in 2009 and the decision has since been affirmed by the FHWA on three separate occasions.</i></li> <li>3. <i>Tolling was approved at the time due to the absence of available funds from the federal government and the states of Pennsylvania and New Jersey that might have paid the costs of the bridge replacement project so that it could stay a non-tolled crossing. Those funding dynamics have not changed.</i></li> <li>4. <i>A Traffic Diversion Study was conducted in 2010 for the project's Environmental Assessment Addendum. The report's conveyance letter states: "The overall findings of this study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak periods.</i></li> <li>5. <i>Toll booths will not be used at the Scudder Falls Replacement Bridge as that would defeat the intended outcomes of the project's safety and efficiency objectives. This is the reason why an all-electronic tolling (AET) system will be used to collect tolls from motorists traveling at highway speeds without stopping or slowing down.</i></li> </ol>	

	<p>6. <i>Electronic toll collection with an active vehicle transponder is the most efficient and least-expensive means of toll collection. Toll agencies across the country apply lower rates to transponder-based toll transactions. This is always the case at facilities where all-electronic toll (AET) collection is employed.</i></p> <p>7. <i>Strict privacy restrictions apply to the Commission's E-ZPass transactions. To the Commission's best knowledge, there has never been a breach of the Commission's E-ZPass accounts.</i></p> <p>8. <i>Based on the findings and recommendations of a federal investigation into the 1983 Mianus River Bridge collapse, the Commission in 1991 installed a system of auxiliary supports at the Scudder Falls Bridge to prevent a Mianus-like collapse. This extended the bridge's safe lifespan over the past 22 years. However, the bridge continues to experience roadway and structural deterioration. It does not meet current design criteria, presenting a future reliability and safety concern. It is now classified as "functionally obsolete" due capacity limitations, poor roadway geometry and safety concerns. It is heavily congested during peak travel periods and accident prone. The Commission cites the Mianus collapse to explain why it would be wasteful to spend further public money on the existing Scudder Falls Bridge.</i></p>	
Bill Jennings Bensalem, PA	This going to be a traffic nightmare traffic is bad enough now you think putting toll lanes in you people got to be kidding please use common sense.	-Traffic concerns from tolling
Staff Response	<i>The Scudder Falls Replacement Bridge will not have toll booths. That would defeat the intended outcomes of the project's safety and efficiency objectives. This is the reason why an all-electronic tolling (AET) system will be used at the new Scudder Falls Bridge to collect tolls from motorists traveling at highway speeds without stopping or slowing down.</i>	
Sanjay Modi Newtown, PA	Please rethink these tolls, between NJ potentially increasing taxes on PA residents and now daily tolls easily adding up to over \$200 a year for my wife who works in NJ and lives in PA. In addition to that, now just to visit family that live less than 10 miles away in Ewing or Hopewell, I'll be charged \$2.60 to come home or \$1.25 every time I visit my parents or family. My retired father will be charged daily just to come visit his grandchildren. It's enough to stop a lot of business that happens between Bucks county residents and NJ residents... it will affect the sharing of commerce and frankly ill do my best to avoid using that bridge out of general principle. it's like getting blood from a stone with all the charges for residents. i will avoid NJ and doing any business in NJ whenever possible.	-Tolls on the Scudder Falls Bridge will negatively affect commerce in the area

Staff Response	<ol style="list-style-type: none"> <li>1. <i>The commenter apparently does not want tolls to be charged at the Scudder Falls Replacement Bridge. However, he does not identify any other achievable alternatives to pay for the new bridge and the many other improvements included in the comprehensive Scudder Falls Bridge Replacement Project.</i></li> <li>2. <i>The E-ZPass toll rates proposed for the replacement bridge are still among the lowest for a bridge-oriented toll agency in the region as well as any toll agency along the Delaware River. The cited \$2.60 toll-by-plate passenger vehicle toll that is being proposed is higher than the base E-ZPass rate because of the need to cover the additional administrative costs of identifying and billing motor-vehicle owners without E-ZPass.</i></li> </ol>	

Category: Dualies		
Name/ Contact	Comment	Theme
Sam Lobb Easton, PA  Mr. Lobb is President of the Easton Emergency Squad	Will the toll increase include emergency vehicles (ambulances)? Tolls are not normally re-embursed by insurance companies paying a medical ambulance bill for service. The increase amount for tolls would be an additional loss of much needed revenue for us. Thank you in advance.	-Concern about proposed toll adjustments (dualies and RVs) for Commission's seven existing bridges
Staff Response	<ol style="list-style-type: none"> <li>1. <i>The proposed toll adjustments are not part of an across-the-broad toll increase that would affect the Easton Emergency Squad.</i></li> <li>2. <i>Unless the Easton Emergency Squad has a dual-wheel rear-axle pickup truck below eight-feet in height or pays cash tolls when driving an RV with a car or trailer in tow, then the proposed toll adjustment should not affect the emergency squad.</i></li> <li>3. <i>The existing toll rates for two-axle vehicles that are eight feet or above in height remains unchanged -- \$3.25 per axle for a \$6.50 "light-truck" toll.</i></li> <li>4. <i>The Commission waives tolls for emergency vehicles only when they are "running hot" (lights and siren) through a Commission toll facility.</i></li> </ol> <p><i>(Note: The Commission's Communications Department called Mr. Lobb to assure him that the proposed toll adjustments at existing bridges are not a broad-based increase.)</i></p>	

<p>Michael Mrozinski Shohola, PA</p> <p>Mr. Mrozinski is executive director of the Pike County Planning Commission</p>	<p>The Pike County Planning Commission motioned to express dissatisfaction with the proposed toll rate increase and request justification on the increase pertaining to two-axle vehicles at the Milford-Montague crossing. The Commission feels that Class 1 should continue to include two-axle vehicles regardless of the number of wheels. Our region is reliant on this crossing for local travel and the proposed increase would financially impact this segment of the traveling public that utilize this vehicle type being singled out by the proposed over 5-fold increase.</p>	<p>-Opposes the toll rate increase due to significant financial impact to the public</p>
<p>Staff Response</p>	<p><i>The Commission's proposed toll adjustment for dual-wheel rear-axle pickup trucks will put the agency in line with the vehicle-classification practices of other toll agencies in our region. Dually pick-up trucks are heavier and wider than conventional four-wheel pickup trucks. If the proposed adjustment is approved, dualies would be classified at a Class 2/light truck rate. The Commission's long-standing practice is to provide a reduced toll rate for light trucks as compared to trucks with three or more axles.</i></p>	
<p>Kim and William Rinkel Shohola, PA</p>	<p>To whom it may concern, In regards to the proposed toll rate increase article in August 18th's Pike County Dispatch, we are one of the so-called "tiny fraction" of vehicles that will be affected by this rate! We own a dually truck as means of pulling our family camper. But as these vehicles are quite expensive, we cannot afford to pay for this truck and also another vehicle to use just for work. So as we are not using our vehicle for business purposes but just as a means to get back and forth to work, we are now going to have to pay \$32.50 a week? This is ludicrous! What is the difference between a 3500 dual wheel truck and a 3500 single rear wheel truck? About 200-300 pounds? How does 2 extra tires justify an increase of \$5.50? We have no more axels than any other passenger vehicle, car or truck. I would like to know when the next public meeting is going to be held and where. I will definitely attend and voice an opinion that I believe many people of the "fraction of 1 percent affected" probably don't even know about! Thank you, Kim and William Rinkel</p>	<p>-Opposed to toll rate increase for dualies</p>
<p>Staff Response</p>	<p><i>Dual-wheel rear-axle pickup trucks certainly constitute a fraction of the vehicles that use our bridges. However, the proposed change in toll rates for this type of vehicle is not based on vehicular volumes. Rather, the proposed adjustment will bring the Commission's rate classification for this type of vehicle in line with that of other toll agencies in the region, none of which classify this type of vehicle at a Class 1/passenger vehicle toll rate. The toll rate for a dually pickup truck will be the light truck rate. It has been the Commission's long-standing policy to charge a lower per-axle rate for light trucks compared to the per-axle rate applied to trucks with three or more axles. The light truck rate is \$3.25 per axle instead of \$4 per axle.</i></p>	

	<p><i>Note: Currently, if a conventional four-wheel pick-up truck or a dual-wheel rear-axle pickup truck is using an in-bed towing assembly (a.k.a. “gooseneck” or “fifth wheel”) to tow a trailer, the \$4 per-axle rate is supposed to be charged right now and this rate will continue to be charged in the future.</i></p> <p><i>(Note: The Rinkel’s communication was transmitted after the last toll hearing on August 11 in East Stroudsburg. As a result, an email was sent to Ms. Rinkel informing her that the Commission’s September 26 meeting would be the last opportunity to provide direct testimony. Ms. Rinkel was further informed that her comments would be included in this compendium report and shared with the Board of Commissioners.)</i></p>	
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Letters to Community Affairs

Category: Proposed Scudder Falls Replacement Bridge toll schedule

Name/ Contact	Comment	Theme
<p>George Spais Titusville, New Jersey</p>	<p>July 19, 2016</p> <p>Dear Jodee,</p> <p>Thank you for alerting me to the proposed toll fees of the future replacement Scudder Falls Bridge. I appreciate being kept in the loop as an interested stakeholder. Referencing the enclosed letter, my comments and concerns are noted below.</p> <p>Per the NJ E-ZPass website, itemized billing statements are issued monthly for the first 6-months of use, then bi-monthly (every other month) thereafter. The statements do not coincide (synchronize) with a calendar month, but correspond to the monthly anniversary date of when the account was first activated. For example, the first toll transaction on a statement could occur on August 19th and the last transaction could be on October 18th.</p> <p>To coincide with the billing statement cycles, I recommend that eligibility for the automatic 40% commuter discount be based on a minimum of 16 tolled trips per monthly account statements, and a minimum of 32 tolled trips per bi-monthly account statements. This will make the toll transactions easier to track since it would correspond to the billing statements' actual fiscal cycle, not the calendar month.</p> <p>As a means to reduce the financial impact upon struggling families having to budget for the upcoming tolls, it is imperative that the discount be based on meeting the minimum tolled trips per E-ZPass account number, not per E-ZPass tag number. This would provide some degree of financial relief for low to middle income households and those with multiple adult children bundled on the same account, especially when dependent on part time jobs requiring a river crossing three days or less per week.</p> <p>Thank you for considering my input on this matter.</p> <p>Sincerely, George Spais</p>	<p>-Eligibility for the 40% commuter discount be based on 16 tolled trips per monthly account statements, and a minimum of 32 tolled trips per bi-monthly account statements</p> <p>- Synchronize E-ZPass discounts with the E-ZPass account number, not the E-ZPass tag number to benefit households with multiple adult children bundled on the same account</p>
<p>Staff Response</p>	<p>1. <i>Due to the arrangement the Commission has with its current E-ZPass back-office service provider, the commuter discount must be provided on a calendar month basis. A change in this arrangement could necessitate a change in the toll rates of both the proposed toll schedule for the new Scudder Falls Bridge and the toll schedule for the Commission's seven existing toll bridges.</i></p>	

	<p>2. <i>Most Commission E-ZPass frequent commuter discount customer base probably would oppose changing the computation of the frequent commuter discount from a calendar month. Of the 77,339 migrated accounts from the former DRJTBC-issued E-ZPass transponder system and the more than 2.5 million NJ CSC E-ZPass accounts eligible for the Commission's frequent commuter discount, this is the first time anyone has requested a change of this nature.</i></p>	
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**Category: Dualies/RVs**

<p>Kristin Shipps Acting Municipal Clerk  Township of Knowlton Municipal Offices 628 Route 94 Columbia, New Jersey 07832</p>	<p>Dear Community Affairs Department:</p> <p>Enclosed you will find a signed copy of a Resolution that was passed by members of the Knowlton Township Committee opposing the Toll Increases.</p> <p>Please if you could put this resolution into consideration as you will see this toll increase will affect the Residents of Knowlton Township.</p> <p>Should you need further information, please don't hesitate to contact me at the address above or email me at <a href="mailto:actingclerk@knowlton-nj.com">actingclerk@knowlton-nj.com</a>.</p> <p>Sincerely,</p> <p>Kristin Shipps Acting Municipal Clerk</p> <p>Enclosure:</p> <p>CC: Governor Chris Christie CC: Senator Steven V. Oroho CC: Assemblywoman Gail Phoebus CC: Assemblyman Parker Space</p> <p>The Resolution is as follows:</p>	<p>-Knowlton Township Committee opposes toll increases</p>
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KNOWLTON TOWNSHIP  
WARREN COUNTY, NEW JERSEY  
RESOLUTION 2016-87

RESOLUTION OPPOSING THE DELAWARE RIVER BRIDGE COMMISSION'S PROPOSED TOLL  
INCREASES TO FUND THE SCUDDER FALLS REPLACEMENT BRIDGE

WHEREAS, the proposed toll may disproportionately affect farmers and small business contractors, who are likely to drive the "dualle" vehicles subject to this toll increase; and

WHEREAS, Knowlton Township is home to numerous farmers and small business contractors; and

WHEREAS, recreational vehicles (RVs) are also singled out for rate increase; and

WHEREAS, Knowlton Township is home to three campgrounds whose success depends on citizens driving recreational vehicles; and

WHEREAS, the proposed increases are steep and sudden, almost tripling current rates; and

WHEREAS, new projects can be paid for through DRJTBC savings rather than toll increases; and

WHEREAS, the weight that that "duallies" and RVs carry cannot create any significant wear and tear in comparison to the tractor-trailers that travel the same roads;

WHEREAS, the communities surrounding these toll booths, whose residents must pay these tolls regularly, are disproportionately affected by them and are offered no "local" discount by the Bridge Commission.

THEREFORE, BE IT RESOLVED, that the Knowlton Township Committee opposes the current schedule of proposed rate increases and requests that:

- 1) Savings be used to pay for DRJTBC projects rather than new tolls
- 2) Any increases in tolls be moderate
- 3) Local discount be offered to residents of communities adjoining these bridges

August 8, 2016

Motion: Committeeman Farber

Second: Committeeman Mathez

Roll Call : Mathez --yes , Cuntala --yes , Farber--yes , Shipps-- absent , Starrs--yes



Kristin Kolb Shipps, Acting Clerk

Staff Response

1. *The toll adjustments for dually pick-up trucks and recreational vehicles (RVs) are unrelated to the Scudder Falls Bridge Replacement Project. They just happen to be included in the same toll adjustment hearing and comment process as the proposed toll schedule for the Scudder Falls Replacement Bridge.*
2. *The Commission's proposed toll adjustment for dual-wheel rear-axle pickup trucks will put the agency in line with the vehicle-classification practices of other toll agencies in our region. Dually pick-up trucks are heavier and wider than conventional four-wheel pickup trucks. If the proposed adjustment were approved, dualies would be classified as a Class 2/light truck. The Commission's long-standing practice is to provide a reduced toll rate for light trucks as compared to trucks with three or more axles.*
3. *The proposed adjustment for an RV with a trailer or car in tow applies only to cash transactions. The proposed rates for these types of cash transactions are the same toll rates already being charged to E-ZPass customers with the very same RV-trailer/car combinations. The change is more of a clarification of the tolls that should be applied when an RV has trailer or passenger vehicle in*

	<p><i>tow. The methodology for setting the toll rates for RVs with a trailer or passenger vehicle in tow is similar to that of other toll agencies. It is based on the profile or number of wheels of the lead vehicle and the total number of rolling axles. A 10-percent discount will be charged in these transactions when the toll is paid by E-ZPass during off-peak hours.</i></p> <p><i>4. There is no discount for local residents. However, the Commission provides a 40-percent E-ZPass discount for area residents who make frequent use of one or more of the Commission's toll bridges. To qualify, a motorist must have a Commission-affiliated E-ZPass passenger-vehicle transponder (a transponder issued by the New Jersey E-ZPass Group, the Commission's E-ZPass back-office service provider) and make 16 tolled trips within a one-month period using a Class 1/passenger vehicle. The discount reduces the passenger vehicle toll to 60 cents (instead of \$1). It has been a long-standing Commission policy to provide a discount to frequent commuters living in the Commission's service jurisdiction. The E-ZPass frequent commuter discount resulted in more than \$1.4 million in savings for area residents in 2015.</i></p> <p><i>5. The Knowlton Resolution appears to suggest that the Commission pay for the Scudder Falls Bridge Replacement Project only after amassing a huge surplus of funds from tolls assessed upon motorists using the Commission's seven existing toll bridges. The Commission decided in 2009 that future users of the Scudder Falls Replacement Bridge should also be charged tolls to pay for the many significant improvements being planned for that location.</i></p>	
<p>Ronald C. Farber Knowlton, N.J.</p> <p>(Note: This letter also appeared in area newspapers and was sent to Joe Donnelly, not Community Affairs.)</p>	<p>I am opposed to the proposed to the proposed rate increases to affect dual axle and recreational vehicles. In uncertain times, average citizens cannot afford increased toll changes.</p> <p>It would be advantageous to toll users if the disparity between toll versus cash payments is corrected. Currently, I pay cash when trailering vehicles to avoid inflated toll rates.</p> <p>If an increase is necessary, it should affect all toll users. The proposed plan will only affect small businesses and families with recreational vehicles. These groups are already struggling financially.</p> <p>Thank you for your consideration.</p>	<p>-Opposes adjustments for dualies and RVs towing trailers/cars</p> <p>-Seems to suggest that all tolls should be raised</p>
<p>Staff Response</p>	<p><i>1. The Commission's proposed toll adjustment for dual-wheel rear-axle pickup trucks will put the agency in line with the vehicle-classification practices of other toll agencies in our region. Dually pick-up trucks are heavier and wider than conventional four-wheel pickup trucks. If</i></p>	

	<p><i>the proposed adjustment were approved, dualies would be classified as a Class 2/light truck. The Commission's long-standing practice is to provide a reduced toll rate for light trucks as compared to trucks with three or more axles.</i></p> <p><i>2. The proposed adjustment for an RV with a trailer or car in tow applies only to cash transactions. The proposed rates for these types of cash transactions are the same toll rates already being charged to E-ZPass customers with the very same RV-trailer/car combinations. The change is more of a clarification of the tolls that should be applied when an RV has trailer or passenger vehicle in tow. The methodology for setting the toll rates for RVs with a trailer or passenger vehicle in tow is similar to that of other toll agencies. It is based on the profile or number of wheels of the lead vehicle and the total number of rolling axles. A 10-percent discount will be charged in these transactions when the toll is paid by E-ZPass during off-peak hours.</i></p>	
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**THE FOLLOWING IS AN OUTLINE OF THE AGENDA, STATIONS, HANDOUTS, DISPLAYS AND ATTENDEES AT THE HEARINGS HELD IN DISTRICT 1 ON JULY 19 AND JULY 21, 2016.**

District	Location	Date	Time(s)
New Jersey 1	West Trenton Ballroom 40 Upper Ferry Road, West Trenton, NJ 08628	July 19, 2016	Open House: 4:30-6:00 pm Hearing: 6:00-7:00 pm
Pennsylvania 1	William Penn Middle School 1524 Derbyshire Road, Yardley, PA 19067	July 21, 2016	Open House: 4:30-6:00 pm Hearing: 6:00-7:00 pm

**DISTRICT 1 AGENDA**

- 4:30 – 6 pm: Open House
- 6 – 6:15 pm: Formal Public Hearing  
Welcome – Joe Resta  
Project Overview Presentation – Joe Resta  
How to Provide Testimony – Moderator
- 6:16 – 7 pm: Public Oral Testimony
- 7 pm: Call for Final Testimony & Closing Remarks – Moderator, DRJTBC

**DISTRICT 1 STATIONS, HANDOUTS & DISPLAYS**

**Station 1: Registration**

*Materials*

- General Sign-in Sheets
- Public Testimony Sign-in Sheets
- Project Brochure
- E-ZPass Information Card
- Toll Rates Handout
- Public Hearing Rules
- Public Notice

*Displays*

- Welcome
- Sign-in

- Testimony Registration
- Hearing Rules

## Station 2: Project Components

### *Displays*

- Project Components
- Project Schedule
- Project Area Map

## Station 3: Interchange Plan

### *Displays*

- I-95/Taylorsville Road and I-95/New Jersey Route 29 Interchange Plan

## Station 4: Bridge Renderings

### *Displays*

- Main River Bridge Typical Section Looking East
- Main River Bridge Typical Stage Construction and Traffic
- Road View Looking West at Main River Bridge
- Main River Bridge Bid Alternatives

## Station 5: Tolling

### *Displays*

- Scudder Falls Replacement Bridge Toll Rates and Discounts
- Clarification of Cash Toll Rates for Recreational Vehicles with a Trailer or Vehicle in Tow
- Toll Adjustment – Two Axle Vehicles with More than Four Wheels
- Tolling Video

## Station 6: Comment Area

### *Materials*

- Tables, chairs, pens
- Comment forms
- Comment boxes

### *Display*

- How to comment

**Date:** July 19, 2016

**Location:** West Trenton Volunteer Fire Company Ballroom (Ewing)  
40 Upper Ferry Road  
West Trenton, NJ 08628

**Total Attendees: 10**

Last Name	First Name	Organization	Address
Alexandridis	George		Lawrenceville, NJ
Anderson	David	Delaware Valley Regional Planning Commission	Philadelphia, PA
Devlin	Donald P.	Hopewell Township	Lawrenceville, NJ
Duffy	John F.		Washington's Crossing, PA 1
Harrington	Sr. Lillian	President, Villa Victoria Academy	Ewing, NJ
Laurenti	Jeffrey	Bicycle Revolution (Civic Group)	Trenton, NJ
Martin	Bruce		Ewing, NJ
McClellan	Rich	Director of Community Affairs, Mercer County	Hamilton, NJ
Ryan	John F.		Ewing, NJ
Ungrady	Tom		Ewing, NJ

## Project Team Members

Joe Resta	DRJTBC
Roy Little	DRJTBC
Chris Harney	DRJTBC
Kevin Skeels	DRJTBC
Joe Donnelly	DRJTBC
Jodee Inscho	DRJBTC
Chip Stracciolini	DRJTBC
Sean Hill	DRJTBC
Mike McCandless	AECOM
Rich Rash	AECOM
Chris Rood	AECOM
John Mullen	McCormick Taylor
Bert Cossaboon	McCormick Taylor
Katie Carver	McCormick Taylor
Leanne Doran	McCormick Taylor
Bill Capone	McCormick Taylor
Pete Shelly	Shelly Lyons
Qiao Wu	Stokes Creative Group

**Date:** July 21, 2016

**Location:** William Penn Middle School (Lower Makefield)  
1524 Derbyshire Road  
Yardley, PA 19067

**Total Attendees: 16**

Last Name	First Name	Organization	Address
Abdur-Rahman	Sulaiman	The Trentonian Newspaper	Trenton, NJ
Adamson	Andrew	Fox Philly News	
Bevitz	Ryan	Office of PA Rep. Steve Santarsiero	Yardley, PA
Carney	Neal		Washington's Crossing, PA
Colbert	Scott		Conshohocken, PA
Denton	Bill		Yardley, PA
Devlin	Donald P.		
English	Chris	Bucks County Courier Times	Levittown, PA
Hammond	Mike		Washington's Crossing, PA
Kowalczyk	Robert		PA
Kronnagel	Corryn	Morrisville Borough	Morrisville ,PA
Reiss	Judi	Lower Makefield Township Supervisor	Yardley, PA
Scerbo	Al		Yardley, PA
Shunk	Rob	Wagman Heavy Civil Contractors	York, PA

Stocking	Nancy		Yardley, PA
Stocking	Jim		Yardley, PA

### Project Team Members

Joe Resta	DRJTBC
Roy Little	DRJTBC
Chris Harney	DRJTBC
Kevin Skeels	DRJTBC
Joe Donnelly	DRJTBC
Jodee Inscho	DRJBTC
Chip Stracciolini	DRJTBC
Sean Hill	DRJTBC
Ron Mieczkowski	DRJTBC
Mike McCandless	AECOM
Rich Rash	AECOM
Chris Rood	AECOM
Pete Peterson	Bellevue CG
John Mullen	McCormick Taylor
Bert Cossaboon	McCormick Taylor
Katie Carver	McCormick Taylor
Leanne Doran	McCormick Taylor
Bill Capone	McCormick Taylor
Pete Shelly	Shelly Lyons

**THE FOLLOWING IS AN OUTLINE OF THE AGENDA, STATIONS, HANDOUTS, DISPLAYS AND LIST OF ATTENDEES FOR THE HEARINGS HELD IN DISTRICTS 2 AND 3 ON THE FOLLOWING DATES:**

District	Location	Date
Pennsylvania 2	Holiday Inn Express 90 Kunkle Drive, Easton, PA 18045	August 2, 2016
New Jersey 2	Early Childhood Learning Center 459 Center Street, Phillipsburg, NJ 07827	August 4, 2016
New Jersey 3	High Point Gold Club 342 Shore Drive, Montague, NJ 07827	August 9, 2016
Pennsylvania 3	East Stroudsburg University Innovation Center 562 Independence Road, East Stroudsburg, PA 18301	August 11, 2016

**Agenda**

- 5 P.M.:** Question and Answer Session
- 6-6:15 P.M.:** Formal Public Hearing
  - Welcome – Joe Resta
  - Overview Presentation – Joe Resta
  - How to Provide Testimony – Moderator
- 6:16–7 P.M.:** Public Oral Testimony
- 7 P.M.:** Call for Final Testimony & Closing Remarks-Moderator, DRJTBC

**Stations, Handouts & Displays**

**Station 1: Registration**

*Materials*

- General Sign-in Sheets
- Public Testimony Sign-in Sheets
- Project Brochure
- E-ZPass Information Card

- Toll Rates Handout
- Public Hearing Rules
- Public Notice

## Station 2: Tolling

### *Displays*

- Scudder Falls Replacement Bridge Toll Rates and Discounts
- Clarification of Cash Toll Prices for Recreational Vehicles (RV's) with a Trailer or Vehicle in Tow
- Toll Adjustment – Two Axle Vehicles with More than Four Wheels

## Station 3: Comment Area

### *Materials*

- Tables, chairs, pens
- Comment forms
- Comment boxes

### *Display*

- How to comment

**Date:** August 2, 2016

**Location:** Holiday Inn Express (Palmer Township)

90 Kunkle Drive

Easton, PA 18045

**Total Attendees: 3**

Last Name	First Name	Organization	Address
Bresswein	Kurt	The Express Times/Lehigh Valley Live	Easton, PA
Kinney	George	Lehigh Valley Planning Commission	Allentown, PA
Panto, Jr.	Hon. Sal	Mayor, City of Easton	Easton, PA

**Project Team Members**

Joe Resta DRJTBC

Roy Little DRJTBC

Kevin Skeels DRJTBC

Joe Donnelly DRJTBC

Jodee Inscho DRJBTC

Chip Stracciolini DRJTBC

Sean Hill DRJTBC

John Mullen McCormick Taylor

Katie Carver McCormick Taylor

Emily Watts McCormick Taylor

Alex Styer Bellevue CG

**Date:** August 4, 2016  
**Location:** Early Childhood Learning Center  
 4559 Center Street  
 Phillipsburg, NJ 07827

**Total Attendees: 6**

Last Name	First Name	Organization	Address
Foschetti	Dustin	New Jersey State Police	Hampton, NJ
Huntley	Dan	Office of Assemb. John DiMaio	Washington, NJ
Menegus	Walt		Belvidere, NJ
Sanderson	Tim	New Jersey State Police	Hampton, NJ

**Project Team Members**

Joe Resta	DRJTBC
Roy Little	DRJTBC
Kevin Skeels	DRJTBC
Joe Donnelly	DRJTBC
Jodee Inscho	DRJTBC
Chip Stracciolini	DRJTBC
Sean Hill	DRJTBC
John Mullen	McCormick Taylor
Katie Carver	McCormick Taylor
Qiao Wu	Stokes Creative Group

**Date:** August 9, 2016  
**Location:** High Point Golf Club  
 342 Shore Drive  
 Montague, NJ 07827

**Total Attendees: 4**

Last Name	First Name	Organization	Address
Baumel	Ken		Milford, PA
Clauberg	Richard		Montague, NJ
Phillips	Carol	Dingmans Bridge	Milford, PA
Sbotor	Bernard & Sarmite		Montague, NJ

**Project Team Members:**

Joe Resta	DRJTBC
Roy Little	DRJTBC
Joe Donnelly	DRJTBC
Jodee Inscho	DRJTBC
Sean Hill	DRJTBC
John Mullen	McCormick Taylor
Bert Cossaboon	McCormick Taylor
Katie Carver	McCormick Taylor
Qiao Wu	Stokes CG

**Date:** August 11, 2016  
**Location:** East Stroudsburg University  
 562 Independence Road  
 East Stroudsburg, PA 18301

**Total Attendees: 8**

Last Name	First Name	Organization	Address
Brown	Hon. Rosemary	PA House of Representatives	E. Stroudsburg, PA
Elliot	Kyle	TV 13	Bethlehem, PA
Gamboni	Jill	Office of Rep. Mike Peifer	Hawley, PA
Jacobi	David		Marshalls Creek, PA
Oliphant	Jay		Milford, PA
Unterberger	Frank	Otter Lane Campground	Marshalls Creek, PA
Wilgus	Carl	Pocono Mountains Visitors Bureau	Stroudsburg, PA

**Project Team**

Joe Resta	DRJTBC
Roy Little	DRJTBC
Joe Donnelly	DRJTBC
Jodee Inscho	DRJTBC
Sean Hill	DRJTBC
John Mullen	McCormick Taylor
Katie Carver	McCormick Taylor
Qiao Wu	Stokes