

**DRPA/PATCO Public Comment Form****July 22, 2008****Camden, NJ****Comment: My Comments after attending the public meeting on July 22, 2008****Page 1**

of 2

I found the public meeting very enlightening. I think that only one speaker agreed with the current rate increase proposal. The rest of the speakers ranged from annoyed to downright hostile and angry.

To start the meeting Mr. Mathussen, DRPA, Ostrich In Chief (stealing a phrase from Dick Morris' book Fleeced) seemed very happy to acknowledge all the past waste and place the blame on his predecessors but was unwilling to accept any blame for himself or anyone in the current administration. Past and present DRPA commissioners seem to have forgotten that they are there to serve the public and not abuse their positions of authority.

Following are my comments and recommendations:

1. I agree with all the speakers that are outraged by the \$350 million plus in handouts that had nothing to do with transportation. If the economic development mission cannot easily be changed then it should be ignored. Mr. Mathussen, you said that none of the rate increase will be used for economic development. I would like a commitment that NO funds (existing funds, non-rate increase monies collected as well as rate increase monies) will not be used for economic development. Perhaps I didn't understand you well, you seemed to be using double speak. What you appeared to have said was the extra \$1 and other increases will not be used for economic development. Can you assure us that the existing \$3 as well as PATCO fees will also not be used for economic development? Another words none of the \$4 and 2010 \$5 and PATCO fares will NOT be used for economic development.
2. I feel personally outraged that commuter tolls have been used to fund economic development for things like the stadiums in Philadelphia. The owners of the sports teams have apparently blackmailed the DRPA with the threat of leaving if they did not pay for part of their place of business. And Gov. Rendell, the self appointed chairman, was more than happy to accommodate this thievery. Why should the public pay for the place of business for wealthy owners and over paid athletes who overcharge for attendance. This was an absolute disgrace and bordering on criminal.
3. The biggest reason for the public, NO CONFIDENCE, in the DRPA is because of the waste and abuse of funds. Most of the public think this organization is corrupt at best.

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4. The \$35 million that is now earmarked for economic development should be immediately returned and use to either pay down debt or reduce the rate increase.
5. If the DRPA had not wasted so much money over the years we would not be in this position. But it seems like a toll increase is unavoidable.
6. I ride PATCO every day to work and I'm ok with increasing PATCO fares by 10% and the senior discount from .57 to .62. I would like to see the senior discount time restriction removed. Since you have to use the Freedom Card for the senior discount and can only get a senior card with proper identification, abuse is probably at a minimum.
7. I'm not too happy with the bridge increase to \$4 but I think that you are unlikely to change that. So I'm not going to argue against it. But doubling the senior discount and adding many restrictions has really made many people very angry. You need to rethink that proposal. Seniors are the ones who have paid for the bridges over many years and many are now hurting and need relief. The senior discount should remain at \$1 and you need to drop the proposed restrictions.
8. I can understand you are concerned that some people abuse the senior discount and I think that is why you want to change from tickets to EZPass. Although that has angered some I think that is a good idea. It should cut down on abuse and still give relief to seniors.
9. I absolutely agree with the one speaker who said that automatic rate increases for 2010 and beyond, including increases tied to inflation is unacceptable. If you know you have to go back for a vote for another fare increase you "might" work hard to contain future waste and run a more efficient organization. **AUTOMATIC RATE INCREASES ARE UNACCEPTABLE.**
10. The fare increase and restrictions for seniors generated the most heated comments only second to the public anger over waste, misuse of funds, and perceived corruption. If you make any changes at all I vote for eliminating the changes to the bridge senior discount although I'm ok with requiring the use of EZPass to eliminate abuse.

**DRPA/PATCO Public Comment Form**

**July 22, 2008**

**Camden, NJ**

J

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Comment:

Re: April 2003. DRPA/PATCO employees  
reduced to 891 in December 2007.

What was the exact total amount  
saved and/or reduced in monies?

(2) How much money has been spent  
since December 2007 layoffs for  
raises to DRPA employees high end  
administrative staff.

(3) How many people have been hired  
since Dec. 2007 & at what salary?

(4) How many pay increases has  
the board had & how many increases  
to Mr. Matheson & his assistant?

Suggestion: no increase in salary to  
any DRPA high end employees - such as  
Matheson & his colleagues - use that  
percentage to offset your spending  
plan and no increase in tolls.

Thank you -

\_\_\_\_\_  
\_\_\_\_\_

**DRPA/PATCO Public Comment Form**

**July 22, 2008**

**Camden, NJ**

Comment: I object to the proposed 4-7 PM blackout period for soccer games. That means as Phil - the Phillies, Flyers, 76ers, etc start at 7 PM. The support-up local heavy would be unfairly hit with the higher tickets for when attending any event except you need to rethink the blackout period. If there are objections, there are ways of addressing them. Raise the blackout age limit the number of games per month per household.

**Associated General Contractors of New Jersey  
New Jersey Asphalt Pavement Association**

91 Fieldcrest Avenue  
Raritan Center Plaza II  
Edison, NJ 08837  
732.738.9454 (AGC of NJ)  
732-738.5664 (NJAPA)  
agcofnj.com  
njapa.com

Brian N. Tobin, *Executive Director*

Charles A. Barnes II, J.D., *Government Affairs Director*

Good evening members of the Delaware River Port Authority. My name is Charles A. Barnes II and I am the Government Affairs Director for the Associated General Contractors of New Jersey and the New Jersey Asphalt Pavement Association. I am here to testify in favor of the proposal to raise fares to ensure that our bridges and trains are "safe, secure and serviceable."

While I am fully aware that the rising cost of gas and the increased cost of living has dramatically impacted all, I am just as equally conscious that our bridges and trains are in need of immediate maintenance and/or major improvements. Many of us utilize the bridges and trains on a daily basis to go to and from work. While many will question the timing of the proposal, we, the labor and transportation industry realize that absent adequate funding to ensure that our bridges remain safe, secure and serviceable, the livelihoods of all will be forever changed. Without doubt, our transportation network is the channel that moves our economy.

After years of poor management and perhaps unwise fiscal choices, NJ is now faced with the possibility that our deplorable transportation infrastructure is in immediate danger and in need of solutions that addresses and solves the problem and not simply yields a temporary fix.

New Jerseyans have since the creation of the transportation infrastructure expected our roads, trains, and bridges to take them wherever they want to go. What may have slipped the minds of so many is that there is a cost associated to preserve this way of thinking. Unquestionably, funding for our bridges, roads and trains must be used for construction and repair purposes only and not simply viewed or used as a surplus to fund economic driven projects.

Ladies and Gentlemen, we believe the time frame for a viable solution is closing and that our desire for success has always been greater than our fear of failure. Maintaining and improving transportation must be a vital interest to all and therefore, must not be left vulnerable to the wasteful spending practices or back room deals of our leaders.

As we begin to ponder about the legacy or legacies such an impact will have, let's remember it's not what we bring to the table that's important, but what is left there. Together we can transcend our greatest fear by taking a leap of faith and trust that the proposed solution will continue to sustain the quality of life New Jerseyans have come to desire.

The impending result of our inaction to provide revenue for the improvements and maintenance of our bridges, roads and trains will be far greater than this notion of an increase. Recognizing this fact, the Associated General Contractors of New Jersey and the New Jersey Asphalt Pavement Association fully support the DRPA proposal. Thank you for your time and commitment to ensure that our transportation infrastructure is a priority.

## DRPA/PATCO Public Comment Form

July 22, 2008

Camden, NJ

Comment: This proposal is shameful. It is insensitive and arrogant in the extreme.

No fare increase is needed AT ALL. You do not need to contribute to inflationary pressure. The proposal is very poorly timed.

The management on display is overpaid and incompetent, defensive and insensitive.

The "Economic Development Fund" should be applied to cost items only.

Spending DRPA/PATCO funds anywhere else only brings more shame on this questionable "Authority".

The percentage increase that you seek is extortionate. It took 82 years to get the fare to \$3 and you want to increase it to \$5 in 2 years. This is irresponsible! The BF Bridge does not warrant this price increase.

The tie to a COLA increase for future increases is a betrayal of public trust.

This proposal must be scrapped.

Sharpen your pencils! Do the hard work necessary to hold costs down! Do not live down to the reputation of public employees.

DRPA/PATCO Public Comment Form

July 22, 2008

Camden, NJ

not politicians

Comment: We need an engineer in charge of the DRPA, for years you have known what would be needed to maintain the entire system. I assume there is a calendar listing what + when trains bridges all need repair + refurbishing. You gambled the <sup>fall</sup> money away thinking the economy would sustain your folly - but it's in the toilet now. You had what I want is for you to take the .35 million cash + estay is sitting on and redirect it to pay for repairs or debt. Second refurbishing the cars can be postponed. I ride petro + I ~~hate~~ yet to see a broken seat. Next only employees that do a good job get a raise - so no 3% raise for any of you, because you have failed in protecting the money to take care of our infrastructure. So I accept your resignation of each + everyone of you. By the way in light of ~~the~~ the DRPA debt - there is no need for decorative lighting to the tune of 12 million

patco

DRPA/PATCO Public Comment Form  
July 22, 2008  
Camden, NJ

Comment: No opposition to train fare increases. Implementation  
results in PATCO covering more costs from ticket sales

PATCO has not regained riders lost after first wave  
of fare hikes which were followed by track work,  
station rehabs, train breakdowns, forgetting shorts.  
PATCO plans \$29 mil in track work. I fear this  
track work would cause a new drop in discretionary  
ridership and enhance the perception that PATCO  
track work is for its own sake with no regard for  
rider convenience and schedule keeping.

(other material in spoken testimony to night)

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DRPA/PATCO Public Comment Form  
July 22, 2008  
Camden, NJ

Comment: I am speaking on behalf of my daughter who lives in PA & works in Had Hts, NJ. She and her husband have a 3-yr. old child. While the DRPA has been spending her money on the Kimmel Center, travel abroad, many administrators and a non-existent team, this young, struggling family has been trying to find money for a mortgage, food, utilities, etc. ~~She is spending around \$400 a month to go to school and childcare along with \$45 a week for gas. She has to commute several hours a week just to get to a~~ <sup>a soccer stadium</sup>

also high gas prices

several

It is unconscionable that you would raise rates after wasting her money.

Please begin by allocating that 35 million development money for work on the bridges not for development. Will you do this?

You didn't save the money. Now you want to raise our rates. If you hadn't wasted the money, you would now have it.

in Feb. you still donated money to a soccer stadium.

We've been embarrassed and disgraced over the two presidential terms and all around: and now we're seeing the worst and not getting any better. The people who we've respected and elected have all of a sudden opened their eyes, and really act like they've been trying to prevent what's been happening from happening.

You, the DRPA have admitted to lousy investment that had nothing to do with our

bridges and Patco and you don't want to apologize for it, you want **US** to fix it: not asking if it's okay for an extra dollar amount in tolls, you want to take it!!!!!! The first article in the courier mentions a proposal for toll raises and want to talk to the public about the proposal: the second article says that you'll do it whether we want you to or not. We're asking you not to because we don't want to. We feel you can do better. Maybe two years you ask again. Instead of the easy way out, how about a real business approach.

## **Show us you can**

When times get tough, real businesses don't raise prices, they simplify and economize: they find ways to reduce cost while maintaining, and don't lay off. Forget work that doesn't need to be, and don't ask for twice as much as you truly need.

DRPA/PATCO Public Comment Form  
 July 23, 2008  
 Philadelphia, Pa.

Comment: - I received some good information from this informational meeting.

I want to know why these meetings were held in the summer when so many people are on vacation and are either unaware or unable to attend!

- The senior cost is a 900% increase - Why should we have to join easy pass? (EZ)  
 The coupons work well. Keep them.  
 - Easy Pass is another place where our private information can be lost, sold, or stolen. I don't like it!!

Put that 3.5 Million back to fix bridge!

P.S. You didn't give us enough time for us to mail this!

Thank You

**Comments**

**By**

**James W. Runk  
President & CEO**

**Pennsylvania Motor Truck Association**

**Before the**

**Delaware River Port Authority**

**On**

**Bridge toll increases**

**Wednesday, July 23, 2008**

**Navy Yard, Philadelphia**

**Good evening, my name is Jim Runk, President and CEO of the Pennsylvania Motor Truck Association, located in Camp Hill.**

**PMTA is a statewide trade association representing the trucking industry with a membership of approximately 2100 truck companies, manufactures, and allied members in nine chapters located around the Commonwealth.**

**On behalf of PMTA, I appreciate the opportunity to be here this evening to provide the industry's comments on the proposed toll increases on the DRPA's bridges.**

**The trucking industry is completely dependent on the highway and bridge system to move and deliver goods safely, efficiently and on time. It's our lifeline and the condition of the system is critical to our success. The industry serves thousands of communities on both sides of the river, many of which depend exclusively on trucks to bring them everything they eat, wear and use.**

**New Jersey and Pennsylvania collect millions of dollars annually in state diesel taxes. Pennsylvania alone collects State fuel tax, at a rate of 38.1 cents for every gallon of diesel sold in the state. For the average five-axle truck, this totals over \$7,951 each year. Over \$543,641,000 is collected annually, with most funds dedicated to highway construction and maintenance.**

In fact, the trucking industry pays an additional \$312,492,000 in registration and other related fees such as permit fees, certificate fees, and fines.

The trucking industry is well aware of its responsibility to pay its fair share for the use of the highways and bridges throughout the Nation and the Commonwealth and we understand improvements are needed to repair the bridges. However, at this time, with the slumping economy, record high cost for fuel, and other business pressures, such as low emissions vehicles, anti-idling requirements, cleaner burning engines, etc., the decision to increase tolls by 33% could not have been worse. In fact, by eliminating the truck discounts, the carrier's increase would be closer 49%.

TOLLS ON  
PAVE  
LEASING PAVES

A 35 MILLION  
EQD DED.

Some examples of how this increase will affect the trucking industry and increase consumer costs are provided by three PMTA member companies. Company number one is currently paying, with discounts, \$134,922.60 per year. With the increase and loss of discounts that figure climbs to \$199,815. Company number two costs go from \$49,163 to \$73,254, while carrier three goes from \$30,780 to \$45,862.20. These are astronomical increases, particularly at time for an industry with an average profit margin of about 2%. Where do you think the extra money is coming from -- increased costs to all the consumers.

**The trucking industry asks the Commission to reconsider increasing tolls in 2008 and keeping the discounts in affect. Currently, carriers have yearly contracts with shippers, that I'm certain don't contain provisions for a 33% or even a 49% toll increase. Carriers will be responsible for the tolls until a new contract can be negotiated placing a further burden on the trucking company.**

**Thank you for providing the opportunity to hear PMTA's comments on increasing tolls on DRPA's bridges.**

# James A Turner, Inc.

BULK FUEL OIL, SAND & STONE DELIVERY  
3469 BETHLEHEM PIKE, SOUDERTON, PA 18964  
215-723-6250, FAX 215-723-9074

Delaware River Port Authority  
Camden, NJ  
Attn: Corporate Communications

James A Turner, Inc. is a third generation small trucking business that contributes in our small part to bridge & roadway maintenance. We offer dry & liquid bulk products that help build & maintain roads & bridges. We are a small part of a large process, but we entail a large bulk of the costs associated with the DRPA because of the amount of times we cross the bridge to deliver materials (Sand, Stone, Fuel).

We have 9 trucks & if the increases go through it will cost our company around \$ 1,000.00/month & in a slow economy, outrageous fuel increases, & other cost pressures (healthcare, low emission trucks, etc.) that may be the profit for a truck in a month. We feel this is not the right time for the increase in addition to eliminating the commercial discount. Trucks are a smaller percentage of the volume & are charged the highest price per axle. We understand costs are up & improvements need to be made, but losing a discount & getting a toll increase at the same time will increase our bridge toll costs 49%.

We are at a time in the trucking industry where competition is high because the economy is slow & other factors like fuel & equipment costs are devastating the industry. In order to survive as a business we have to update equipment & the new trucks being built cost more because of emission technology & use more fuel, which has increased 80% in the past year. So trucks cost more & use more fuel which is around \$5.00/gallon. In my honest opinion an increase of \$1.00 per axle is manageable without the elimination of the commercial discount. The discount is a prepaid convenience & rewards businesses that can manage their finances. The rate increase should be the same for all vehicles because of the volume discrepancies between cars, trucks, & buses.

As a business in this current economy we strive to find ways to reduce costs to operate because we are not getting revenue increases that match with the increased costs that are happening currently, so we just ask

that the DRPA considers the same thinking in their day-to-day operation during a slow economy. Just raising the rates is not always the answer. In my own opinion the cost increases are catching up in the long-run & hurting everyone from business to consumers to government. Thank you for the opportunity, consideration & the time taken to listen to our views on the situation at hand. It does mean a lot to be heard because we cannot even try to change or even be heard on some other cost areas like the price of a barrel of oil.

Thank You,

*James A. Turner III.*

## **James A Turner, Inc.**

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DRPA/PATCO Public Comment Form  
July 23, 2008

Comment: If you are a senior and you have Easy Pass, why would you restrict seniors, for so called peak hours 6 am - 9 am, 4<sup>th</sup> - 7<sup>th</sup> pm on weekdays when easy pass customers drive right thru tolls!  
No bottle neck - or is this a way to more than triple seniors to pay at peak hours  
My recommendation is to eliminate peak hours for senior citizens,

**July 23, 2008 – Public Hearing on DRPA Toll and Fare Increase**  
**Remarks of Jack Rushton, President**  
**Local 274 - U.N.I.T.E. - H.E.R.E**  
**22 S. 22<sup>nd</sup> Street, Level M, Philadelphia, PA 19103      215 - 751- 9770**

*Formerly Hotel Employees and Restaurant Employees.  
Merged in 2004 with Union of Needletrades Industrial and Textile Employees*

My name is Jack Rushton and I am President of Local 274 of UNITE-HERE. Our local represents hotel and restaurant employees, needle trades and textile employees in this region. Nationally, our union represents over 450,000 active members and 400,000 retirees. The majority of our members are women and racial minorities.

I have come to speak against 2 of DRPA's proposals: #1) DRPA's plan to eliminate its toll discount for frequent customers. These are the workers who use your bridges each and every day to drive to work. #2) DRPA's plan to give a NEW discount to owners of environmentally friendly – and expensive – vehicles.

I understand the need for an occasional toll increase. But it does not make customer service sense to take a discount away from one group – your best customers – while you give a new discount to another.

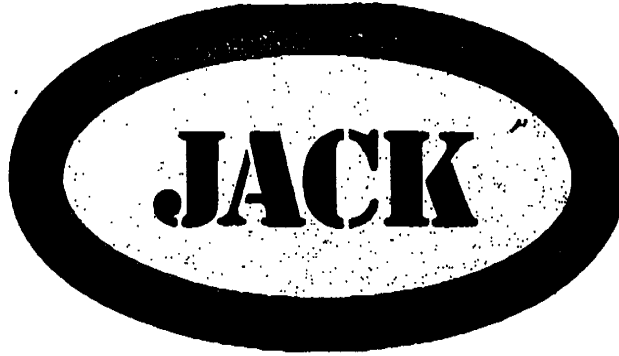
And the new discount goes only to those who can afford expensive new alternative fuel vehicles. This is unfair and will come at great cost to the poorest of your customers.

My members, hundreds of who clean your hotel rooms and serve you in your favorite restaurants, would LOVE to be able to afford a new \$40,000 hybrid vehicle. We want a clean environment. But few can afford these expensive new vehicles. How many in this room can?

We drive old cars over your bridges EVERY DAY. Why are you punishing your best customers? Where is your customer loyalty? Your proposed environmental discount works only for those who have big bucks to spend. To make matters worse, there is no frequent customer requirement for this green discount.

This means that the hard working people – my union members as well as the regular people who are feeling the pinch of a tough economy – drive their 10 year old cars and pick up trucks and - as a result - lose an existing discount - while those who have the means get the benefit of a NEW discount.

On behalf of my union members and the hard working employees of this region, please rethink this unfair new discount for the "HAVES" which comes on the back of the "HAVE NOTS." Continue the frequent commuter discount for workers everywhere. Thank you.



I am John H. Morley, Jr., M-O-R-L-E-Y. Thank you for the opportunity to testify/comment on the Delaware River Port Authority's proposed toll and rate increases. My testimony will be in opposition to a bridge toll increase. It has always been my belief that toll revenue should be placed in interest bearing accounts, that bridge maintenance and administrative cost should be paid for out of interest income and that bridge tolls should be eliminated. I would like to begin my testimony with a re-statement of part of the Agreement between the Commonwealth of Pennsylvania and the State of New Jersey which is the Law that guides the Delaware River Port Authority.

### **AGREEMENT**

WHEREAS, both states have a mutual interest in the development of the Delaware River from Philadelphia and Camden to the sea, and particularly in developing the facilities and promoting the more extensive use of the ports of Philadelphia and Camden by coastwise, intercostals and foreign vessels;

### **ARTICLE I**

**(h) To study and make recommendations to the proper authorities for the improvement of terminal, lighterage, wharfage, warehouse and other facilities necessary for the promotion of commerce on the Delaware River. Please note "to study and make recommendations", no language exists regarding financing.**

### **ARTICLE IV**

It is the policy and intent of the legislatures of the Commonwealth of Pennsylvania and the State of New Jersey that the powers granted by this Article shall be so exercised that the American system of free competitive private enterprise is given full consideration and is maintained and furthered. The word shall in a law is a command. In my opinion the DRPA has not maintained and furthered free competitive private enterprise.

### **ARTICLE XI**

The effectuation of its authorized purpose by the commission (DRPA) is and will be in all respects for the benefit of the people of the Commonwealth of Pennsylvania and the State of New Jersey, for the increase of their commerce and prosperity and for the improvement of their health and living conditions.... In my opinion the DRPA's attempt to confiscate more of our money is decreasing our prosperity.

## ARTICLE XII

...such a bridge **shall not** be constructed.....so long as there are any outstanding bonds or other securities or obligations of the commission (DRPA) for which the tolls, rents, rates, or other revenues, or any part thereof, of said existing bridge shall have been pledged. It is my opinion that this Article is meant to compel the DRPA to be fiscally prudent. The DRPA has not been fiscally prudent.

## AMENDED ARTICLE II

In 1992 the Law was amended and paragraph n was added to Article II.

(n) The planning, financing, development, acquisition, construction, purchase, lease, maintenance, marketing, improvement and operation of any other project, including, but not limited to, any terminal, terminal facility, transportation facility or any other facility of commerce or economic development activity, from funds available **after appropriate allocation for maintenance of bridge** and other capital facilities. The key words "after appropriate allocation for maintenance of bridge". The DRPA inappropriately funded a ship building operation, sports stadiums, performing arts centers and other entertainment facilities before allocation for maintenance. Borrowing money to fund such things was absolutely not appropriate.

THE 2007 ANNUAL REPORT

In August 2007 the DRPA hired an outside engineering firm to inspect all four bridges. The inspections confirmed that the "bridges are structurally sound and in satisfactory to good overall condition." The DRPA now seeks a toll and fare increase to fund a \$1 billion Capital Program. The alleged reasons for the proposed bridge toll increase contradict the findings of the August Inspection. DRPA employees have a defined **benefit** pension plan. PATCO employees do not contribute to their pension plan. The DRPA has an unfunded post employment health benefit liability of \$146 million. Health benefit obligations are not included in the financial statements. In 2007 the Bridge took in \$196 million of tolls yet only cost \$52 million to operate. PATCO on the other hand lost \$23 million. The Cruise terminal lost \$305 thousand last year. S&P recently placed DRPA bonds on "CreditWatch". Moody's recently assigned a "negative outlook" to DRPA bonds. The DRPA's 2008 budget projects a) toll increases, b) an increase in swaption dept service and c) an increase in bond debt service. In my opinion fuel prices will compel a change in driving habits in 2008 resulting in fewer trips and therefore a reduction in toll revenue. I believe that if you do raise bridge tolls people will begin driving the extra couple of miles to use the Tacony-Palmyra Bridge. The DRPA entered into derivative financial contracts called Swap Options or Swaptions. In my opinion derivative financial contracts, especially those tied to the USD-LIBOR-BBA index, are a form of gambling and therefore I believe it was inappropriate for the DRPA to enter into such complicated derivative financial contracts. The issuance of the 1998 Revenue Refunding Bond resulted in a loss of \$16 million. The interest outstanding on all bonds is \$678 million therefore the total bond liability is a potential \$1,859,594,000.00. The DRPA self insured Public Liability is under funded by \$239,000.00

**PAUL NUSSBAUM**

In 2008 the DRPA will spend 42% of its revenue on dept payments. In contrast the smaller Burlington County Bridge Authority only spends 8% of its revenue on dept payments. The larger Port Authority of New York and New Jersey spends 14% of its revenue on debt payments. In my small business I have never had debt more than 10% of revenue.

**MY CONCLUSION**

Debt is about to consume the DRPA. Debt, not an imminent capital improvement, is the real reason for the proposed toll and fare increase. The debt was caused by five self evident factors, (1) management errors, (2) reckless borrowing, (3) investment in non bridge related "economic development projects", (4) financial losses at PATCO and (5) excessive employee fringe benefits.

**THE DRPA MUST**

1. Forever ban the use of bridge tolls or bridge related bonds to finance "economic development projects".
2. Stop borrowing money, in other word do not issue another bond until all current bonds are paid off.
3. Never again enter into a derivative financial contract.
4. The law should be amended to require that all future financial contracts and bond issues be approved by the General Assembly of Pennsylvania and the Legislature of New Jersey.
5. All pensions must convert from a defined benefit to a **defined contribution**.
6. PATCO is losing money therefore raise PATCO fares, not Bridge tolls.
7. PATCO employees do not contribute to their Pension. PATCO employees must begin contributing to their Pension.
8. Currently DRPA employees contribute only 1% or 1.5% to their health insurance benefits. All DRPA employees must contribute more to their health insurance benefits.

If the DRPA follows my advice, the DRPA will in fifteen (15) years create a billion dollar reserve. Interest income from a billion dollars will enable DRPA to maintain and administer the bridges on interest income and end the bridge toll altogether.

**JACK MORLEY FOR HONEST CHANGE**

**DELAWARE RIVER PORT AUTHORITY**

*of Pennsylvania & New Jersey*

One Port Center

2 Riverside Drive  
Camden NJ

**PATCO**

*Port Authority Transit Corporation*

**John J. Matheussen**

Chief Executive Officer - Delaware River Port Authority  
President - Port Authority Transit Corporation

July 18, 2008

John H. Morley, Jr.  
P.O. Box 2423  
Philadelphia, PA 19147

Re: July 23, 2008

Dear Mr. Morley:

We received a copy of the letter you sent to Governor Rendell requesting the opportunity to testify at the Wednesday, July 23, 2008 Public Hearing at the Philadelphia Cruise Terminal at the Navy Yard. The hearing as you may be aware is from 6:00 to 8:00 p.m.

As my Executive Assistant Ann DuVall indicated over the phone, we welcome public input at our upcoming public meetings next week, and we have pre-registered you to be the first speaker at the July 23<sup>rd</sup> hearing. We welcome your input. All of the public comments we receive via email, mail and at the hearings will be provided to the Board as part of their consideration of the toll and fare restructuring proposal.

If there is anything else I can do to be of assistance to you, please do not hesitate to contact me. We will look forward to seeing you next Wednesday evening.

Yours truly,



John J. Matheussen  
CEO, Delaware River Port Authority  
President of PATCO

JJM:ad

cc: Governor Edward Rendell  
John H. Estey  
Marc Woolley

**DRPA/PATCO Public Comment Form**  
**July 23, 2008**  
**Philadelphia, Pa.**

Comment: YOU PEOPLE SHOULD ALL TAKE A 33 1/3%  
DECREASE IN SALARY. AND MR. MATHEUSSEN  
SHOULD TAKE A 100% DECREASE, WHICH IS THE  
PERCENTAGE INCREASE HE IS PUTTING ON  
THE SENIORS BARK. WHICH MEANS HE SHOULD RESIGN.  
WE SHOULD DO AWAY WITH ALL AUTHORIZES  
& COMMISSIONS. & LET THE PUBLIC ELECT  
THE PEOPLE WHO RUN THE BRIDGES

**Testimony on Proposed Increase in Bridge Tolls for Senior Citizens (7-23-08)**

I am a retired seventy-two year old senior citizen and want to speak on behalf of the **Wynnefield Senior Citizens Club** in opposition to the proposed increase in bridge tolls for senior citizens and to the proposed new restrictions on the use of the senior discount.

First, I would like to express my dismay with the **process** which the DRPA has used to get public reaction to the proposals. The process itself seems to be flawed. The DRPA scheduled the hearing less than two weeks after the public received notification by way of a front page article in the *Philadelphia Inquirer* on July 12<sup>th</sup>. Secondly, the hearing is being held in the summer time when people have often made arrangements to go away. Finally, the above article listed only an "856" phone number for the DRPA which adds to the expense for persons living on a limited income.

Getting to the substance of the hearing, I want to express my opposition to the toll increase for senior citizens. The increase represents a **100%** increase over the current senior toll of \$1.00. I don't have to remind you that the overall living expenses of senior citizens (such as, utilities) are rising while their incomes remain limited, and, in many cases, are actually declining with the recession we are experiencing.

I also want to express my opposition to the proposed new limit on senior citizen **access** to the discount which limits the senior citizen discount to **non-rush** hour periods of time (that is, to times other than 6-9 AM and 4-7 PM). This restriction will inconvenience senior citizens and may also lead to an increase in accidents with senior citizens rushing to the bridges to avoid a higher toll. Ironically, the DRPA is imposing a restriction which SEPTA recently eliminated for senior citizens using buses and trolleys.

Finally, the DRPA is proposing to do away with the senior citizen discount coupons and replacing them with E-Z Pass accounts. Will senior citizens have to pay a monthly or annual fee for the E-Z Pass account? If they do, this expenditure would be a new added expense over the current tolls which senior citizens are paying.

Thank you for this opportunity to express my views.

Richard F. O'Malley  
5101 Overbrook Avenue  
Phila. PA 19131  
215-878-5182

## DRPA/PATCO Public Comment Form

July 23, 2008  
Philadelphia, Pa.

Comment: I'd say we are becoming Socialists but the reality is that only the people in the middle pay for everything. So here we are paying (through our bridge toll dollars) for everything BUT the bridges: the Kimmel Center, the Camden Aquatics, sports stadiums, etc., etc., etc., not to mention that the powerful very politically connected board of the DRPA creates those bridges for free!

Hell, I don't mind paying to see the beautiful Ben Franklin Bridge painted, but the board gave away the money to do so.

Then there's the issue of public transport. Just as people are beginning to use it (the high-speed line) you're going to raise the fare. - people will reconsider and start driving again. Between the price of gas and the bridge tolls I won't be able to afford to go to work soon! Speaking of work - DRPA workers do get paid an inflated wage for what they do, but my main complaint is poor management of toll monies and the poor give-away "investments" that the board has condoned. Maybe they should have used some of that investment to open the Franklin station.

Where are the Board Members tonight?  
Do they and these present executives pay to  
cross the bridge?

DRPA/PATCO Public Comment Form  
July 23, 2008  
Philadelphia, Pa.

Comment: ① It is UNCONSIDERABLE (SOP) TO INCREASE SENIORS 100% WHILE OUR SOCIAL SECURITY FROM THE FED GOVT AT BEST INCREASES 3%

② I UNDERSTAND THAT SENIORS WILL BE LIMITED TO 1 TRIP A DAY. WHAT HAPPENS WHEN YOU PICK UP YOUR GRANDKIDS IN NJ AND BRING THEM BACK TO PHILA FOR THE DAY DO YOU HAVE TO WAIT A DAY BEFORE RETURNING THEM HOME IN NJ.?

③ I AM OK WITH EASY PASS FOR SENIORS. HOW MUCH MONEY WILL BE SAVED ON POSTAGE, HANDLING AS A RESULT.

CUT US A BREAK - WE ARE ON FIXED INCOMES - WE CANNOT CHANGE JOBS TO MAKE MORE MONEY, NOR DO WE GET MERIT RAISES EACH YEAR.

Thank you for this public hearing. I retired last year and am on a fixed income so I certainly appreciate the reduced rate on ~~the~~ our bridges that you have been charged with overseeing. It appears to me that you are doing a good job.

I have a few comments -

May I suggest that you always keep the toll in full dollars, avoid fractions of dollars as that always slows down traffic when the toll collector has to make or give change. Whole dollars are easier and quicker. The 2008 increases do that, however, the 2010 ones do not. PATCO fares, if you insist on using fractions of dollars do it in full tenths. This is not Illinois where we have a vested interest in the penny.

May I suggest that you avoid tying any increase to another agencies actions. I mean the automatic toll increases tied to the Cost of Living Index as set by the Federal government. Let the Feds do what they do and let the States do what they do. Yes, I am implying it is a states rights issue. Don't concede, even if it is perceived as easier, your authority. I believe it is ~~the~~ the first step in a slippery slope. Sure it might avoid a public hearing during the evening every couple of years but even if the public figuratively beats you up it is only a few times a year. As one of my heroes once said "If you can't stand the heat ..."

Urban legend has it you are "Top Heavy" and a haven

for folks retired from other government agencies. Based on my knowledge of the players involved with your creation and continuation I suspect the legend may have some merit. Now that some of those players have changed you are free to take a good honest look and make appropriate adjustments.

Do the math often. Our capitol assets are under your charge. A lot of folks paying a little over a long period of time should create a healthy fund balance. Use it for the maintenance of the current assets and proposed additions. Avoid funding non-related "pet" projects. While "we, the public" have no direct control over you, you still are our representatives in spending the dollars wisely.

I support the senior toll increase and tying it to EZ-Pass but make it easier on yourself, don't restrict the hours of use or was that the "Red Herring?" Making it once per day at the reduced rate is fine and all additional trips at full toll. Who knows you may be able to reduce toll collectors.

Using bridge tolls help support PATCO makes sense to me . By making PATCO safer, more convenient and comfortable it removes traffic from the bridges. But that in turn increases bridge use which helps support PATCO.

Thank you again for letting me express myself.



CITY OF PHILADELPHIA  
CITY COUNCIL

CURTIS JONES, JR.  
ROOM 404, CITY HALL  
PHILADELPHIA, PA 19107  
(215) 686-3416 or 3417  
Fax No. (215) 686-1934

COUNCILMAN - 4TH DISTRICT

COMMITTEES

Chairman

Transportation & Public Utilities

Vice Chair

Committee on Parks, Recreation  
& Cultural Affairs

Member

Whole

Streets & Services

Labor & Civil Service

Commerce & Economic Development

Public Safety

Ethics

Fiscal Stability & Intergovernmental Cooperation

Legislative Oversight

Housing, Neighborhood Development & the Homeless

Technology & Information Services

Environment

Disabled & the Handicapped

Commissioners and Officers,

I regret that I am not able to attend the Delaware Valley Port Authority public hearing tonight regarding the Authority's proposed fare revisions. I am currently traveling to the Surface Transportation Policy Partnership Conference in Denver, Colorado in my capacity as the chairman of the Transportation and Utilities Committee.

I am however very interested in how the DRPA's proposed changes will impact the community and have attached written testimony in regarding some of the issues I am concerned with.

Respectfully,

Councilman Curtis Jones Jr.  
City Hall, Room 404

**Testimony of City Councilman Curtis Jones, Jr. at Delaware River Port Authority hearings on increase of bridge tolls and PATCO fares  
July 23, 2008**

Philadelphia Cruise Terminal  
Philadelphia Navy Yard  
5100 S. Broad Street, Building #3  
Philadelphia, PA 19112

Good evening. I regret that I am not able to appear personally to present these comments but I am en route to the Surface Transportation Policy Partnership Conference in Denver. As chair of the Philadelphia City Council's Committee on Transportation and Public Utilities, I am deeply concerned with all modes of transport and their impact on Philadelphians, the environment and the region. The many modes of transport are vital to the economic viability and growth of our city and region. The bridges that connect Philadelphia and New Jersey and the PATCO rapid transit system impact all aspects of people's lives whether it is commuting to and from work, going to school, attending medical appointments or enjoying the many cultural institutions of both sides of the river. With the price of gas skyrocketing, the issue of transportation, specifically public transportation, should be at the forefront of ~~the~~ all makers of public policy.

I have three concerns about the DRPA's proposed increases for the bridge tolls and PATCO. Two are related to the proposed increase in bridge tolls and one is related to the proposed PATCO fare increase.

Your proposal for bridge increases raises some serious issues. I will highlight the two most significant ones. First, the \$10 initial cost of the required

EZ Pass device is significant, especially to seniors on a fixed income. Secondly, for anyone who travels in New Jersey, EZ Pass holders are assessed a \$1.00 monthly fee. This amounts to a hidden increase. At the same time as paying higher tolls, seniors will ~~be~~ only be eligible for this new more costly discount at non-rush hour times. Potentially, a senior citizen who needs to regularly travel across the bridges during the rush hours could face paying an additional \$1,000 per year in bridge tolls. This is simply unacceptable.

With reference to the fare increase for the PATCO lines, I would ask that you direct some of the revenue from the increased fares to expanding the line to the airport. This, in my view, would be useful to all riders, particularly those workers who as a result of the economic expansion in the region would benefit from rapid public transit. Furthermore, if we are expanding PATCO and increasing fares to transport seniors (and others) to take advantage of the proposed casinos along Delaware Avenue, then we certainly should provide the same level of convenience by running the line to the airport. And finally, from an environmental perspective, this expansion could also help get more cars off the street and thus support clean air initiatives.

I look forward to working with you, the Mayor, the region's congressional delegation to explore how we can extend the PATCO line through the Navy Yard to the airport. This would afford the residents of south Jersey streamlined access to our region's airport through PATCO.

Thank you.

## PUBLIC INPUT TO DRPA -

I do NOT WANT AN  
E-Z PASS CONTRADICTION.

① Sometimes I am lucky to  
get someone to drive me  
over the bridge, but I am the  
one going, not their cars, so  
I pay with my  
bridge ticket, otherwise I  
have to reimburse more money.

② Seniors take turns driving,  
sometimes the passenger pays  
the toll with her ticket  
so that the one using up  
gasoline isn't insulted.

PUBLIC QUESTION TO DRPA PROPOSALS

WHY CAN'T DRPA SELL BONDS  
TO FINANCE EXPANSION?

WHY CAN'T NON-CUSTOMERS  
PARTICIPATE IN GROWTH?

## PUBLIC QUESTION TO DRPA PROPOSALS

Why can't DRPA sell bonds  
to finance expansion?

Why can't NON-CUSTOMERS  
participate in growth?

**DELAWARE RIVER PORT AUTHORITY  
CUSTOMER SERVICE TELEPHONE LOG IN SHEET**

PROPOSED TOLL/FARE INCREASE

NATURE OF CALL - PLEASE DEFINE: SENIOR COMMENT: NOT OPPOSED  
to \$1 inc., but opposed to peak time change and  
EZPass. SHE'S A NURSE who travels back & forth at  
various times to visit clients. Feels change is  
discriminating against seniors

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

DEAR COMMISSIONERS :

IF THERE ARE YOUNG SENIOR CITIZENS WHO COMMITTE TO WORK ON a daily basis IN RUSH HOUR, YOU HAVE TO DEVISE A WAY NOT TO PENALIZE OTHER SENIORS, SO THAT JUST THE STEADY COMMISSIONERS, NOT THE ENTIRE SENIOR COMMUNITY, PAY FULL PRICE.

WE HAVE SENIORS WHO CROSS THE BRIDGES AND USE PATCO TO GO TO MEDICAL APPOINTMENTS FOR THEMSELVES AND TO ESCORT MORE ELDERLY SENIORS.

THERE SHOULD BE NO RUSH HOUR PENALTY FOR THESE PEOPLE ON THE BRIDGES OR PATCO.

PUBLIC INPUT ON PROPOSED  
FARE + TOLL CHANGES  
By DRPA (JULY 2008)

DEAR COMMISSIONERS :

" Although DRPA MAY BE THE ONLY  
"TOLL" AGENCY OFFERING A SENIOR  
REDUCED FARE,  
SEPTA, in the Philadelphia area,  
allows SENIORS to ride in  
NON-Rush hours for FREE  
and their RUSH hour  
is SHORT, not 3 hours.

It is just happenstance that  
the Delaware Valley community  
is divided by the Delaware River.

DRPA should, in my opinion, bring  
the whole area together.

SENIOR citizens in families  
are in New Jersey and  
PENNSYLVANIA too — in the  
same families, just in  
two states.

### DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/24/08

CUSTOMER NAME: Anomous caller

ADDRESS (STREET): \_\_\_\_\_

CITY, STATE, ZIP: Phila, PA

TELEPHONE #: \_\_\_\_\_ (work) \_\_\_\_\_ (home)

NATURE OF CALL - PLEASE DEFINE:

Unfair to Seniors. Restricted times  
dont make sense and dont affect  
traffic. OK with Increase. Keep tickets.

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

I AM A SENIOR LIVING IN PENNSYLVANIA AND I RECENTLY PURCHASED A BOOK OF SENIOR TICKETS. I ONLY MAKE FOUR OR FIVE TRIPS TO NEW JERSEY IN A YEAR SO A BOOK LASTS A LONG TIME.

I DO NOT MIND THE TOLL INCREASE BUT I OBJECT TO THE REQUIREMENT FOR AN EZ-PASS. I WOULD PREFER CONTINUING WITH THE BOOK OF TICKETS.

PLEASE RECONSIDER

July 22, 2008

DRPA  
Corporate Communications  
Box 1949  
Camden, NJ 08101

Dear Sir or Madam:

I commute daily to Pennsylvania and will be unable to afford the fare increases on both the bridges and rail services. With the increases on my grocery bill, fuel bill and mortgage my funds are dwindling quickly.

Kindly reconsider the fare increases.

7/22/08

To: Delaware River Port Authority

Dear Sirs  
With regard to the "Senior

Citizen's Oregon Discount,  
perhaps you could change  
your policy of stopping the  
helpful discount to me  
Senior.

My husband & I are both  
over 70 on a very limited  
income - Social Security & a  
small pension, living this  
discount in addition to using  
the crate will greatly assist  
us meeting our budget for  
over a month in Iowa.  
Perhaps you could make  
some change. Such as:

using the cragons on  
"off hours" "weekends & like  
on certain days of the year.

Any help you can give me  
will be greatly appreciated

I do so enjoy seeing my  
Grandchildren in Iowa.

I understand your problems  
with raising crates, but  
please maybe you could  
let me have these discounts  
if only certain days of the  
week.

Sincerely

July 23, 2008

Delaware River Port Authority  
Corporate Communications  
One Port Center  
P O Box 1949  
Camden, New Jersey 08101-9900

ATTENTION: Customer Relations

I am writing this letter in frustration. On July 12th I turned 65 years.

~~On July 9th I sent a \$40.00 check for two senior citizen coupon books.~~

On July 10th I heard on the TV news that the bridge toll was going up.

I called the port Authority office and asked if I could use two coupons instead of one to cross the bridge when the toll is raised. I was told that as of December 31st the coupons would no longer be accepted.

Two of my three children live in New Jersey and I cross the bridge at least once a week. I am a widow trying to make ends meet and am very upset by this decision.

Please think of the Senior Citizen who has worked hard all of their lives when deciding about the toll rate.

Sincerely,

JULY 23, 2008

TO DRPA

I AM 72 YEARS OLD AND WRITING CONCERNING THE SENIOR DISCOUNT. I WORK 5 HOUR DAYS, 2 TIMES A WEEK IN PHILA. TO SUPPLEMENT MY SOCIAL SECURITY INCOME. RAISING THE TOLLS 100 PER CENT WOULD POSE A DIFFICULT ADJUSTMENT BUT USING THE DISCOUNT BEFORE 6 AM. IS A HARDSHIP. MY WORK HOURS ARE 7<sup>AM</sup>-12 PM. THIS WOULD RESULT IN A 300 PER CENT INCREASE FOR ME TO CONTINUE WORKING. I LIVE 12 MILES FROM THE NEAREST PATCO TRAIN AND 15 MILES DRIVING TO MY CITY JOB FROM HOME. FACTORING IN. GAS, ETC, YOU WILL BE FORCING ME OUT OF THE JOB I NOW HAVE. I WILL BE SPENDING \$4.00 INSTEAD OF \$1.00 FOR TOLLS. AT LEAST RETHINK YOUR TIME RESTRICTION FOR SENIORS

JULY-23-08

Dear Director of D.R.P.A.

I respectfully ask the director of DRPA  
not to increase the tolls on the seniors.

- If you do -

M.G. I suggest to exempt the increase on  
the tolls for the World War II VETERANS  
many are in their mid 80's and going in  
their 90's many are disabled and dying at  
an alarming rate, in a few years there  
will be all gone and just memories of  
the Greatest Generation.

I ask the director to give some  
consideration "Please"

July 22, 2008

Philadelphia Inquirer  
Letters to the Editor  
400 N Broad St  
PO Box 8263  
Philadelphia, Pa 19101

Dear Inquirer,

I'm writing to comment on the recent announcement by DRPA of their intent to increase Bridge and PATCO fares.

This seems to me to raise some damming questions:

Would they need to raise fares if, during the past decade or so,

they hadn't made significant contributions to Campbell Field, Lights of Liberty, and, I have heard, a number of other similar programs. How about you Inky folks pressing them for a full accounting of their disbursements over the last decade or so.

they hadn't been taking care of SJ politicians per the infamous Norcross quote in, I believe, your very newspaper: "the Northern pols get the Meadowlands and we get the DRPA" How about you Inky folks pressing DRPA to explain that statement.

And here is a most provocative question:

How come hard pressed SEPTA felt the social obligation to extend their off-hour FREE RIDE privileges for Seniors to include the rush hours as well. Seniors ride SEPTA free now ALL OF THE TIME.

DRPA's intent to not only increase the fares, but to dilute the senior citizen Bridge and PATCO discounts, particularly during the rush hours, is appalling. It drives a dagger right into the heart of the seniors who don't have sufficient retirement accounts and must still go to work every day. We know. My wife and I, at 70 and 76, are in that group. Transportation discounts help us make ends meet. They are very important to us.

My wife and I suggest that DRPA/PATCO look across the river to SEPTA as a means to reestablish their priorities. Job #1, if not their very mandate, is to provide the people, particularly seniors, with the best possible transportation at the lowest possible cost. Financing other River amenities and satisfying political corruption hand-outs must only come after Job #1 is done.

Delaware River Port Authority  
Corporate Communications  
P.O. Box 1949  
Camden, NJ 08101

Dear Sirs:

I have been a user of the Senior Citizen fare discount book for a number of years and express concern about your plan for the future. First, let me say that I have no problem with the increase of the toll structure in the light of economic conditions today. My concern rests in one news release which indicates that such books for seniors will be discontinued and we would be forced to make use of the Easy Pass system. I do not use such system presently, and do not have a desire to do so. Do you really feel it necessary to penalize those who, by choice, prefer not to use this system?

I trust that you will give reconsideration to do away with the book of senior fares.

Thanking you for this consideration.

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

NATURE OF CALL - PLEASE DEFINE: COMMENT: UPSET ABOUT ONLY

BEING ABLE TO GET DISCOUNT ON OFF PEAK HOURS.

(78 YRS OLD)  
HUSBAND USES BFB 5 days a week to go to work.

SHE FEELS THEY COULD ADJUST TO \$1 inc and EZ Pass,

BUT THE OFF PEAK HRS recommendation

DISPOSITION OF INQUIRY

HOW WAS IT HANDLED:

PUBLIC RECORD

WOULD BE  
A HARDSHIP  
FOR THEM

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

Governor  
State of New Jersey  
Office of the Governor  
P.O. Box 001  
Trenton, NJ 08625

Dear Governor:

The Delaware River Port Authority (DRPA) intends to raise tolls on the bridges in South Jersey by 33.3% this year followed by a second increase resulting in a 66.7% increase in tolls. In addition, the monthly commuter discount of \$18.00 will be phased out, which is equal to another 26% increase. In effect the result of these charges brings the increase to 92.7%. These increases are excessive given the current economic conditions.

**This toll increase must be stopped! I expect you and the legislature to take the action to curtail the toll increase proposed by the DRPA commission.** When the commissioner states that money is need to maintain the bridges and PATCO high speed rail line, we need to examine past projects that had nothing to do with maintaining these facilities which have squandered toll monies which should have been retained to fund the maintenance projects for the bridges and PATCO High Speed Line.

DRPA will need to scale back its projects just as I must revise my budget to cover the rising fuel related costs and taxes. I fail to see where the DRPA has met its fiscal and fiduciary responsibility in properly managing public funds.

Sincerely,

Diane Allen, Senator 7<sup>th</sup> District  
Herb Conaway, Jr. Assemblymen 7<sup>th</sup> District  
Jack Conners, Assemblymen 7<sup>th</sup> District

DRPA Toll 7/14/08

I disagree with  
the proposed toll  
increase

See attached letter to  
Jon Corzine Governor  
State of New Jersey

TO WHOM IT CONCERNS,

I AM WRITING IN RESPONSE  
TO THE INCREASE IN TOLLS ON  
THE BRIDGES. I SAY ALONG WITH  
MANY TOLL PAYERS, THE WAY TO  
FUND THE REPAIRS AND MAINTENANCE  
IS TO JUST GET THE <sup>100'S OF</sup> MILLIONS OF DOLLARS  
OF OUR TOLL MONEY BACK FROM ALL  
YOUR DONATIONS TO <sup>THE</sup> BUILDING PROJECTS  
YOU HAVE <sup>GIVEN</sup> TO BESIDES FOR  
"THE BRIDGES"

SPEND TOLL MONIES ON THE BRIDGES  
ONLY

WELL THAT'S MY OPINION, THANKS

7/12/08

Dear Sirs:

I am disabled and on a fixed income. Prices are burying people like myself. What seems like a small increase in tolls is a huge piece of money to the poor!

I noticed the paper said there are senior discounts ??? How about people on SSD who are disabled and on fixed limited income?

What is needed to qualify for a discount. How do you apply? Do you get special card ??? all news to me. If I hadn't seen it in the paper I'd never have known? Does this apply to Patao fares too?

I'd like to learn more. I'm 60 yrs old and scraping by. It would be nice to be able to cross the bridges

of Port Authority using bridge tolls  
for things other than the bridges.

Once it was said bridges would  
be toll free when paid for. Ha!

Maybe some things need to be  
done to reduce costs further!!!!

I don't see a need for (BRIDGE POLICE)

Philadelphia/Camden/Pennsauken  
whatever can provide police needs.

Also automated toll machines do  
reduce need for toll-takers in all

lanes!!! Do you have to have TRAM?

Why not just Ferry people across — ?

Cheaper!!!!

Separate Port Authority and  
Bridge Commission back to how  
it use to be!!! And get Politics

of State out of Operational Funds  
like Rendell vs Corzine over dredging!

Sincerely

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

NATURE OF CALL - PLEASE DEFINE: SENIOR COMMENT:

NOT IN FAVOR OF OFF-PEAK HRS OR EZPASS - FEELS  
IF A PERSON DOESN'T WANT EZPASS, BUT STILL HAS COUPONS  
AT END OF YEAR, THEY SHOULD BE ABLE TO USE THEM UP,  
even it means using 4 coupons per  
DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED: trip.

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

July 14, 2008.

Dear DRPA,

Thank you for offering to receive our letters about raising the bridge tolls.

Please consider not doing that for seniors. The economy is so bad and our incomes fixed. One of the few breaks we get is our senior coupon book. You said in print a couple of years ago that you would not raise it but limit the hours that we could travel. The latter is reasonable, also, you could stop funding charities.

Sincerely yours,

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/22/08

CUSTOMER NAME: \_\_\_\_\_

ADDRESS (STREET): \_\_\_\_\_

CITY, STATE, ZIP: New Jersey

TELEPHONE #: \_\_\_\_\_ (work) \_\_\_\_\_ (home)

NATURE OF CALL - PLEASE DEFINE: \_\_\_\_\_

The funds should not be used  
for economic development projects # should be  
No to any increase at this time paid back not  
deducted.

DISPOSITION OF INQUIRY  
HOW WAS IT HANDLED: - PUBLIC RECORD

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/22/08

NATURE OF CALL - PLEASE DEFINE: I dont agree w/ toll increase when money isnt being spent on bridges. Not fair to drivers not enough notice of raise.

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

July 18, 2008

DRPA  
Corporate Communications  
P.O. Box 1949  
Camden, New Jersey

RE: Proposed Fare Increases on Bridges and PATCO

I want to sound off regarding the above.

FIRST, CUT SOME OF THE WASTE AT THE DRPA.

Families all over are doing with less and less because of high fuel and food prices.

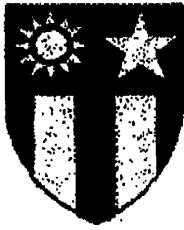
I'd like to put the shoe on the other foot and have some of your highly paid workers live on less than \$10.00 an hour for part time work 4 days a week and then maybe they could feel and see how real life works.

I understand bridges and trains have to be maintained, but we can do without sports stadiums and other projects/events.

Us little people just can't march into our boss's office and demand a cost of living increase because gasoline and food prices are up.

We'd be shown the door.

JUST A LITTLE GAL WHO RIDES PATCO



## *China-Burma-India Veterans*

*We who served in the China-Burma-India Theater of Operation*

July 14, 2008

**National Junior Vice-Commander East (Ret.)**

Edgar Wolf, Jr. Phone 856/235-5935  
 33 Clifford Court E-mail [bigbadwolfjr@bbwolf.com](mailto:bigbadwolfjr@bbwolf.com)  
 Mt. Laurel, NJ 08054-6955

Harold Jackson, Editorial Page Editor  
 Philadelphia Inquirer  
 P.O. Box 41705  
 Philadelphia PA 19101

### LETTER TO THE EDITOR

I hasten to express my concern about the Delaware River Port Authority's increase in tolls and how it will have a detrimental effect on senior citizens. The intricacies of the proposed changes affect how seniors would have to "exist." These include a means to supplement their income - meeting scheduled appointments for repetitive medical/surgical treatment/procedures and continuing volunteer services at various facilities for which we receive no compensation.

Businesses, professionals and other services do not arrange their schedules based on DRPA considered "peak" hours but rather when they can provide the maximum facilities/equipment with financial aspects in mind.

As I look at my wife's and my responsibilities at 78 and 88 years of age, there is no way we can rearrange our life to fit into, nor meet the financial burden the DRPA is programming for the immediate and extended future. Eliminating the senior citizens' discounts would inflict further hardships on them.

Sincerely,

c.c. Delaware River Port Authority

**discount at risk**

**Toll hikes would  
also hit seniors**

With higher tolls on Delaware River bridges, senior citizens would lose part of a unique discount they have long had.

PHOTO

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/21/08

NATURE OF CALL - PLEASE DEFINE:

I dont agree w/proposal to switch  
over to ezpass. I see no value  
to the change.

DISPOSITION OF INQUIRY  
HOW WAS IT HANDLED:

PUBLIC RECORD

STAFF HANDLING CALL:

BRIDGE/DIVISION:

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/20/08

NATURE OF CALL - PLEASE DEFINE:

Why should I pay for mismanagement  
of funds. I cross everyday. unfair  
to people who are on a tight budget.

DISPOSITION OF INQUIRY  
HOW WAS IT HANDLED:

- PUBLIC RECORD

STAFF HANDLING CALL:

left msg.

BRIDGE/DIVISION:

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7-21-08

NATURE OF CALL - PLEASE DEFINE: SENIOR Citizen Comment:  
OPPOSED TO INCREASE and EZPass. FEELS  
it will be hardship for seniors like herself  
who are on fixed income.

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: July 11, 2008

NATURE OF CALL - PLEASE DEFINE: Comment below

"Why are we financing projects in  
Chester (Soccerfield) when the  
bridges need repair?" Against increase

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/11/08

Against changes to senior program  
No \$1 increase  
No E-2 Pass Account

**DISPOSITION OF INQUIRY** - PUBLIC RECORD  
**HOW WAS IT HANDLED:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STAFF HANDLING CALL:** \_\_\_\_\_

**BRIDGE/DIVISION:** \_\_\_\_\_

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 9/11/08

NATURE OF CALL - PLEASE DEFINE: SENIOR - UPSET ABOUT  
DISCOUNT LINK TO EZPASS. DOESNT WANT EZPASS.  
WHY NOT ALLOW SENIORS TO USE 2 COUPONS.

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7-11-08

NATURE OF CALL - PLEASE DEFINE: SENIOR - COMMENT

DOESN'T FEEL SENIORS SHOULD HAVE TO GET  
EZ PASS, TO KEEP DISCOUNT

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

NATURE OF CALL - PLEASE DEFINE: COMMENTS: 1) Doesn't mind  
inc. to \$2 2) Doesn't WANT OUT IN OPERATING  
hrs or EZ Pass. NOT ABLE TO ATTEND PUBLIC  
HEARINGS

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

STAFF HANDLING CALL:

BRIDGE/DIVISION:

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/14/08

NATURE OF CALL - PLEASE DEFINE:

Keep the book. Increase is alot for  
Senior. No express not the way to  
go. Object to specific hours/rules.

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

STAFF HANDLING CALL

BRIDGE/DIVISION:

# DELAWARE RIVER PORT AUTHORITY CUSTOMER SERVICE TELEPHONE LOG IN SHEET

PROPOSED TOLL/FARE INCREASE

DATE: 7/14/08

NATURE OF CALL - PLEASE DEFINE: Seniors

Can't pay more / on fixed income. Objects  
to hours/rules with express proposal.

Keep the booklet. Doctors appts. hard to schedule  
around proposed hours.

DISPOSITION OF INQUIRY - PUBLIC RECORD  
HOW WAS IT HANDLED:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STAFF HANDLING CALL: \_\_\_\_\_

BRIDGE/DIVISION: \_\_\_\_\_

Sent: Monday, July 21, 2008 7:22 PM  
To: Comments  
Cc: pnussbaun@phyllynews.com  
Subject: Bridges' toll increases specially for Seniors

As a 75 and older Philadelphia couple, now living in Philadelphia and previously in Cherry Hill working, with children and grandchildren and food-shopping in Cherry Hill we are appalled at the way the CEO and presumably also the Board of the DRPA is considering the increase on Senior's tolls.

Firstly, a very disturbing formula: Raise them to \$ 2.= which is 100% of the present one, much more than the regular motorist will be facing.

Secondly and specially cruel to us is limiting the hours in which we can cross ( targeting the ones who still work in either neighboring States), away from rush Hours in a very broad span forcing us either to quit jobs or to miss early appointments, or having to pay "full Fare" in which case the DRPA is punishing even more the seniors, most of them living with fixed incomes.

Last, but not least is to limit the discount to seniors for one crossing a day only.

Additionally, by using the E-Z pass system, although more convenient than the paper tickets we purchase, it will bring confusion and I am sure plenty of overcharges if the transponders we utilize for trips away from the DRPA bridges will be the same ones REPROGRAMMED for this awkward arrangement as well.

OUR SUGGESTION: Raise the Senior tickets or the senior transponders to \$2.; eliminate the restrictions of hours of discount and the limits in the number of crossings so we could cross it more often; stop the nonsense of wasting money in RE-Development projects, but also reduce the costs ( number of employees/ salaries/benefits) to pair it with the other Regional Bridges, as reported by the Inquirer.

I would very much appreciate if this message is shown to Mr. Jeff Nash too, the DRPA Vice Chairman for the New Jersey Delegation.

I hope to receive some sort of comment back form the DRPA Board.

Sincerely,

Sent: Thursday, July 17, 2008 2:55 PM  
To: Comments  
Subject: Fare Reward Program

I am a regular commuter into Philadelphia and I am a little frustrated that the fares will be going up. I understand the need to make budget and obtain money for things. It would be nice if you had a "reward" program for some commuters. NYC has one. They give discounts for those that travel a certain amount of times. I am speaking more towards train fees. I know the senior citizens get a discount, but with the economy going sour by the day, the younger people should be able to have rewards to traveling daily.

Please give it a thought. A lot of people will be pretty upset by this increase.

Sent: Friday, July 11, 2008 5:51 PM  
To: Comments  
Subject: Toll Increase

To whom it may concern

I saw on the news yesterday that spokesman for drpa said the reason for the increase is the decline in traffic over the years. Did you ever consider the traffic increase if you lowered the toll to \$2.00 ? I think this would solve your problem. Let me know what you think about this idea. I am a courier & use the bridges several times a week (at least 15 times a week).

**Sent:** Thursday, July 24, 2008 11:11 PM  
**To:** Comments  
**Subject:**

How would it be possible for the consumers of the DRPA services to remove those responsible for making such disastrous financial decisions. In other words , why should we pay more so you can keep wasting more.

**Sent:** Thursday, July 24, 2008 7:38 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

THE DRPA MANTRA: PAID . THANK YOU . GOTCHA! BY David D. Palmquist "DRPA does not need public approval to raise rates," reported the Courier-Post, "but it will host a public hearing ." Ed Kasuba, DRPA spokesman, says to the paper, "The toll and fare increases will not fund day-to-day operations, just capital expenses. It's like being able to afford the mortgage payment, but not a new \$40,000 kitchen." Even the Opinion Page headlines, "Tolls must rise for needed bridge projects," while closing its Op-Ed piece with, "After what happened last summer in Minneapolis where an aging highway bridge collapsed into the Mississippi River, the DRPA must make keeping the bridges in top condition its foremost priority." "This year it (DRPA-PATCO) completed installation of the new \$13.4 million fare collection system to replace the original that accepted nothing but coins," notes Eileen Stillwell's article on PATCO operations. These excerpts from the Courier-Post July 20, 2008 pretty much say it all. John Matheussen (CEO), John Hanson (CFO), and Ed Kasuba (Communications) were expected to attend the public hearings on fare and toll hikes perhaps with other DRPA officers. "Hearing," implies listening. It didn't seem that these gentlemen and whoever other distinguished members of the DRPA who attended the hearings were listening to anyone, but simply enduring a few hours of public anguish. However, it is only fair to say that there were a few drops of support for the DRPA's plans in the seas of despair at the two hearings. Noise endured and texts ignored, these fine DRPA officials have returned to their offices, marked their calendars for their August board meeting and will probably implement the toll and fare increase policies already decided upon long before the public outcry. Remember Ed Kasuba's remarks July 20th where he compares mortgages to refurbishing kitchens? Not quite. Maybe Mr. Kasuba should find a way to compare mortgages to imminent foreclosures, or to employment, or food, or childcare or medications or winter heating bills . something

more in-tune to what the majority of his toll & fare paying clientele are dealing with. Bridges plunging into the river, Vivid image. Great scare tactic. Frightening implication: DRPA's bridges are on the brink of collapse .Safety inspectors aren't doing their jobs . Only more money to DRPA can save us now. Really? One hundred and sixteen employees since 2003 have made the ultimate fiscal sacrifice for the DRPA: They lost their jobs. What have Mr. Matheussen, Mr. Hanson & Mr. Kasuba along with the other board members sacrificed in their personal fiscal lives for the sake of DRPA's public service? Oh, and how/when will the new \$13.4 million PATCO collection system pay for itself? The public is nothing more than a captive audience of toll & fare paying trolls under the heel of the unaccountable DRPA board. This click of thieves will revoke promised discounts when they see fit, raise prices as they please, add mysterious service fees and fantasize about the day when they can apply their version of, "necessary cost of living increases," (theirs, not ours, of course) to justify their price hikes every two years. Highway robbery is alive and well in our 21st century and wallows with glee in the mud along the Delaware River. Without even meditating the subjugated traveler can feel the spirit of the DRPA mantra: Paid . Thank You . Gotcha!

**Name:**

**Email:**

**Sent:** Friday, July 25, 2008 11:24 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Due to the short notice of the public meetings and a scheduling conflict, I was unable to attend the public meetings held this past week. I am in staunch opposition to any toll or fare increase until the Delaware River Port Authority legally changes their Charter which presently allows the Authority to spend money of redevelopment projects. Toll money should be used for Bridge maintenance and to subsidize Public Transportation only. The Delaware River Port Authority has not followed that concept for over 15 years. The Public has been told that the days of Toll dollars being used for Redevelopment Projects are over. We were told that by CEO John Matheussen repeatedly over the past two weeks. I don't believe him. I don't believe him because he told the public the same thing back in the fall of 2003 when hearings for the last toll increase, the elimination of the 10% discount, were held. I also read it in a letter he sent to me in response to those hearings. It's very easy to say something in order to appease people temporarily. Apparently for the DRPA its very hard to follow through with that promise. The only way I will believe that the days of giving out money are done is when the United States Congress, the State of New Jersey and the Commonwealth of Pennsylvania get together and amend the DRPA's Charter to remove the section that allows them to spend the toll dollars on redevelopment. The DRPA is quick to point out things that make them appear like a well managed entity that has tightened its belt and offers people wonderful service at great rates. In the handout, they compared their Toll schedule and rates to that of the Hudson River crossings in between New York and New Jersey. That even with the proposed increase in September that tolls in our area will be half of that crossing the Hudson. If they are going to make that comparison, then they also need to point out that all of those crossings have an EZPass discount program. As a matter of fact, more than 75% of the Authorities that use an EZPass or comparable electronic toll collection system have discount programs. How can the DRPA justify eliminating the EZPass discount. EZPass saves money, it reduces the number of toll collectors and increases the capacity of each toll lane. This savings should be passed on to the commuters. With the EZPass monthly fee, which more than half the Authorities don't have, once the discount is eliminated it will then cost EZPass users \$12 each year even if they never cross a bridge. It's real nice that the DRPA will be charging those commuters that are saving the DRPA money more than the users that pay with cash. Lastly, in terms of projects that the DRPA has on their plate right now, I want to discuss the Aerial Tram. This project, that has been in the works for over 5 years, is a bad project and will only waste money. If built, the Tram will compete for patronage with the Ferry. There is no doubt about that. Both the Tram and Ferry will travel from Penn's Landing to Camden, their unloading stops less than a mile apart. If the Ferry is having trouble covering its costs and expenses today, which it is, how can the DRPA expect the Tram to cover its costs? You're taking the same number of persons wishing to cross the river and increasing the cost to get them there. If the DRPA is serious about being cash strapped and the need to raise tolls and train fares is unavoidable, then the DRPA needs to show that it is serious

about cutting costs and saving money. Not building the Tram is a good way to show that. I have always agreed with the notion that if I want to use the bridge I should pay for it. I will continue to feel that way. The problem is that I am no longer paying for the bridge. I am paying for a soccer stadium, for restaurants, for fireworks and an assortment of other projects that are completely unrelated to the bridge. If you must raise the tolls, you must guarantee that that money will be used to pay off the debt, subsidize PATCO and maintain the bridges only. There is no acceptable alternative. In closing, I ask you to read the Customer Service Standards on your website. It says that the DRPA ".will demonstrate (their) respect for (their) customers and the Authority through (their) behavior and (their) words." Now is your opportunity to show that respect to each and every one of your customers. It's time for you to petition the governments to Pennsylvania and New Jersey along with the US congress and amend the DRPA charter so that we the customers no longer have to worry about where our toll dollars go. Thank you,

**Sent:** Thursday, July 24, 2008 12:35 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am disappointed that the DRPA Board has not fulfilled its fiduciary duty as board members. I will be willing to contribute to a fund to sue the board members for their actions. How can you give away 375 million dollars on projects that have no relation to the Port Authority. Mr Matheussen Has allowed all this money to be spent while the Authority is now paying 76% of its income on salaries, benefits and debt reduction. He should be ashamed and resign immediately. If he was the CEO of a public company they would fire him on the spot. Shame on you Sir.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 5:14 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I oppose hiking the current fares. The current fiscal difficulties for the DRPA are a direct result of malfesence on the part of the Board. By diverting Toll Reciepts to their buddie's projects the Board members have failed to plan for maintenance and now need to be bailed out by the ratepaying public who had every right to expect that their tolls would be used for the infrastructure and its improvement. Any toll increase should only be enacted after charges have been pursued against the board members and those who diverted funds. Fraud through conversion of Authority Funding for personal gain has become the norm and now is the time to stop it.

**Sent:** Wednesday, July 23, 2008 3:12 PM

**To:** Comments

**Subject:** Unfair increase in fees

I feel that your fees are not only unjustified based on your balance sheets. I believe DRPA management needs to take a hard look at expenses and trim in house fees.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 6:15 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Good Morning, Unfortunately due to the time that was scheduled for the hearings I was unable to attend. When Governor Corzine had his public meetings he scheduled them to start at 8 PM (and this was before DST went into effect), Mayor Platt schedules his meetings to start at 7 PM, so why does the DRPA start at 6 PM? I must echo the comments of my fellow citizens who are taking you to task for wanting to raise the tolls--we simply do not trust you to act in our best interests. For too many years out money has been wasted on projects that do not benefit our bridges. I urge you to take a look at how other states handle their bridge repair (and not just NJ/NY). When I tell my colleagues about the tolls that I pay on a monthly basis they laugh as many of them have no tolls where they live. Thank you for taking the time to read my comments!

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**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Wednesday, July 23, 2008 1:49 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear DRPA, My comment on the proposed fare increases is based on a crucial distinction between DRPA and PATCO. I have ridden PATCO for many years and am generally sympathetic to the CEO's comments regarding some need for a fare hike after several years without hikes. But with friends like DRPA, PATCO needs no enemies. DRPA has unjustifiably spent our PATCO fares and other funds totally inappropriately on various projects that have nothing to do with transportation between the two states. If these hundreds of millions of dollars had not been spent, PATCO would not need a huge fare increase now. The exact same thing was true years ago when PATCO had a major fare hike. The problem isn't PATCO, it is the grandiose and wasteful allocation of DRPA funds that should ONLY be spent on transportation. Suspicion is certainly raised about how DRPA board members might be benefiting directly or indirectly by the millions spent inappropriately by the DRPA board. So I think DRPA should STOP spending money on stadiums, the waterfront and other boondoggles and then huge PATCO fare increases will not be needed now OR in the future. DRPA should be forced to spend its money only where it should be spent.

**Sent:** Wednesday, July 23, 2008 9:27 AM

**To:** Comments

**Subject:** RATE HIKES

Enough is enough already. How do you expect the average citizen to pay for all of your misspending. What has been done to keep all of the bridges and PATCO line in perfect working order. Obviously NOTHING. Cut the wages and benefits of all of your CEOs and other high paid employees. Let them pay for all of the necessary spending. Not a commuter but angry at all of the misappropriated funds that we have paid for.

**Sent:** Wednesday, July 23, 2008 10:28 AM

**To:** Comments

**Subject:** Re: Proposed Toll Hikes

To DRPA,

I'm not surprised you are deciding to raise the tolls I am forced to pay every day in my commute from West Chester PA., to Mt. Laurel, NJ. I understand that things cost more. I see it everyday in everything I buy.

However, how, in good conscience, can DRPA state that they will raise tolls 67% in the next 13 months and take back some of that increase in salary cuts for their workers? According to a recent article in the Philadelphia Inquirer, DRPA executives and workers are higher paid by 10% than other comparable workers in the Philadelphia area. Why not take some of that toll hike back from your overpaid workers? It's outrageous that you continue to pay such high wages and gouge the public with higher fares. It's only right that existing DRPA workers should have to pony up a bit to help control costs. Why should DRPA employee's be different from all the other workers out there that are taking hits to their paychecks? I know you've cut staff and other things. Those cuts should also include across the board salary cuts in those afore mentioned high salaries.

And please, don't even get me started on this horribly misplaced use of toll money in "economic development" that has been spent on many endeavors (Lincoln Financial Field, The Kimmel Center, a freakin' soccer stadium in Chester for God's sake, a minor league baseball stadium) that DRPA had NO business being part of in the first place. DRPA's sole purpose should be to maintain/improve the bridges and road/rail systems that were in their original charter, and build new ones when required. It should not include supporting the money grubbing NFL owners who wanted to hold Philadelphia hostage to a new stadium or risk losing the Eagles. Let 'em go. A soccer stadium in Chester? If I'm not mistaken, the MSL already suspended play this year for lack of fan support. But, NO,....DRPA spent how many millions of \$ on a useless stadium. WHY???? If you had taken care of the business of the roads and rails over the years, and let these superfluous expenses go, I suspect things wouldn't look so bleak right now.

And, on top of all of the increases, you are going to take away the discount that I receive from driving over the bridges everyday? Hit me twice in the pocket book why don't you? Greedy money grubbers, that's what all of

you are! If you are going to raise the tolls, at least leave the discount in place. Or, take the discount away and don't raise the toll. Better yet, why don't you go back to the Luries, the Riversharks owners, the casino owners, the Kimmel Center owners, the Soccer Stadium owners, and all those other companies you gave money to, who came crying to you for help when they needed it, and tell them they need to help you out with a few million dollars in handouts? Think you'd get anything from them? Yeah, right! I seriously doubt it! Seems to me like it should be a two way street in times of real need!

This is just another example of a quasi-governmental agency left unchecked that spent money the average joe was FORCED to give it on things other than what it was supposed to spend it on. The kind of unwarranted spending borders on criminal, in my opinion. I don't care what the payback was supposed to be. If there is supposed economic benefit to the community from these non-transportation activities, then let the owners of the Eagles, the Riversharks, the Kimmel, and all these other companies/organizations pay for it themselves and reap all of the benefits, or let them go to the public and ask for support. What do think would happen if they did that? I think we all know what would happen. They'd be told to pay for their stadium and music centers themselves. I'm tired of my tax dollars propping up wealthy owners of sports franchises, or casinos, or other causes while I still have to pay exorbitant prices if I want to go to the stadium/building that I was forced to help pay for, against my wishes. Given all of this mismanagement of funds, the management of DRPA has conducted themselves in a way that I believe borders on criminal. Certainly, your actions have ben completely irresponsible and without regard for your charter activity. DRPA should be ashamed of themselves.

What is my proposal?

1. Cut all DRPA salaries from first level management and professional/engineering staff, down to hourly workers, by 10%.
2. Cut all mid-level managers and upper echelon engineering staff on up by 15-20%.
3. Cut all Directors and above by 20-25%. See what kind of savings that brings about.
4. Take the \$35 million earmarked for "economic development" and put that toward the toll increases. Delay the increases for as long as possible. Spread them out over longer periods of time.
5. Look into signing longer term agreements with construction/refurb firms that will allow you to lock in longer term savings.

These are just a few examples of things that could be done prior to raising tolls. I understand that tolls may have to go up. As I said earlier, everything is going up. I was hoping for a \$.50 incremental increase, and maybe a 2 year delay before the next \$.50 increase. But, you just can't increase the fares and eliminate the discounts at the same time. That is unconscionable. You are going to make it impossible for many people to get to work. Please, take that into consideration.

If you'd like to contact me to discuss my e-mail, you can do so at this e-mail address, or the home address I CC'd this e-mail to. Or, you can contact me at work at \_\_\_\_\_ or on my cell phone at \_\_\_\_\_

Reconsider your toll hikes.

**Sent:** Wednesday, July 23, 2008 8:34 AM  
**To:** info@lists.drpa.org  
**Subject:** You Suck

To whom it may Concern:

Stop investing in bad projects and giving money to stadiums!!!

You people Suck you have a monopoly and you should not raise the bridge tolls during these hard economic times. But you will because you suck. Let me come work for you and I will teach you how to budget you money and not raise bridge tolls.

By the way you suck!!!!!! I drive over your bridge 5 days a week for work and this will hurt me a lot. I am very aggravated with the service I get.

The heads and decision makers of the DRPA should all be fired!!!!!! They do not make good decisions!!!!!!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 10:39 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Poor planning (devoting millions to capital improvement projects) on the part of the DRPA board should not become the burden of the people. The DRPA employees and CEO are some of the highest paid, in comparison to the other bridge authorities . Discounts should continue for daily EZ Pass commuters, since they are the ones who bring in the most revenue and saves the DRPA money by not paying the salaries of additional tolltakers. Don't take it out on the little guy. Charge the commercial vehicles more. They can afford the increase, the little guy cannot in this economy.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 10:47 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The proposed toll and far5e hikes are aboslutely OUTRAGEOUS! Please stop spending OUR money on frivolous projects that have absolutely nothing to do with the bridges and mass transit. Stop punishing us for trying to cross bridges that WE built with OUR money. Stop fleecing us simply because we're trying to get to work, earn a living and pay bills. The DRPA is a political, boss-controlled cesspool of waste, mismanagemnt and corruption. You're not fooling anyone. Clean up your act! I used PATCO for 28 years. The fares went up and the service got worse. The bridges are a disgrace. My suggestion: Dismantle the DRPA and let the states share the costs of bridges and PATCO. By the way: In Salt Lake City public transportation in the downtown area is FREE. Ever wonder how they do it?

**Name:**

**Email:**

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**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:13 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear Sir and/or Madam: The need for raising the toll isn't so that you guys can do proper maintenance, it's because you haven't utilized the funds you've collected all these years to do maintenance! I can't remember the last time I saw ANY work being done on the Walt Whitman bridge, so the question you need to answer is.... "what are you doing with the money you're already collecting?" Everyone is accountable and the Delaware River Port Authority is no different.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:28 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

After hearing about some of the proposed needs to continue to maintain and improve the PATCO and bridges, I fully understand that this will take money to do so. However, I am wondering why the CEO of DRPA earns more money than the Governor of NJ?? Why not cut some of that \$200K salary? What about those cut that were made a few years ago? I am not too happy with the projects that were done with my train fares either: \$325 million goes along was to fix the tracks, bridges and whatnot instead of getting involved in non-transportation issues. Looking at how investments were made over the last 3-5 years since the last fare hike sounds like bad investment choices were made. Maybe you should reconsider the internal wages being spent instead of trying to get even more from your community.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 7:28 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The DRPA should review their operating cost structure prior to implementing a 33% toll increase in 2008. The DRPA should look at outsourcing the police force to the NJ and/or PA state police. The AC Expressway and Garden State Parkway already contract with the NJ State Police for police patrols on their roadways which results in a very safe and secure facility. I am opposed to the DRPA's use of any monies for economic development. The \$35 million the DRPA has set aside for economic development should be used to offset any "proposed" toll increase. In addition, in the press release dated 7/11/08, Mr. Matheussen presented a very carefully worded statement, which stated that "NEW MONIES raised from these proposed toll increases will not be used for economic development projects. I am requesting a reply to the following questions: 1. Does the DRPA plan to cease and decist all economic development? 2. If so, what is the date for ceasing all economic development? 3. If not, what monies will be used to fund economic develoment. I am also opposed to the DRPA proposal to implement cost of living toll increases in the out years. This represents "tollation without representation". Any and all proposals for toll increases should be open for public discussion. I await your response.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 9:00 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

All of the people running DRPA, especially the two Governors, should be ashamed of themselves and the way DRPA has wasted our (toll payers) money over the years. Now, all of a sudden you are touting "efficiency" to explain the new rate hike program. It is a disgrace, pure and simple. Miraculously, after years of fiscal mismanagement, and passing out do-nothing gravy jobs to political hacks, you have the audacity to propose that all of a sudden DRPA knows that it is entirely possible to pick up a turd by the clean end. Please!!!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 21, 2008 4:32 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear DRPA Board: Thank you for providing a forum for riders to voice their opinions/concerns regarding your recently announced fare increases; however, I have the distinct feeling that any comments will fall on deaf ears. You would need to be living a cave to not understand that at this time of financial instability that your riders will be very upset that you plan to increase fares. My husband and I have been riding Patco for years (he's been working in Philadelphia for 12 years, I have been for 8 years). While we understand that increases are inevitable, your planned increases at a time when EVERYTHING is increasing is just the last straw in an already broken camel's back. I personally am not so outraged by the increase as I am by what I perceive to be your mismanagement that led to the need for increases. For years I have attended events or seen advertisements for events "sponsored by DRPA." Working for a non profit, I understand the value and importance of sponsorship, but only if that is within a healthy frame work. If you have deferred maintenance or been forced to stretch your dollars, you should not have been sending money to sponsor various events in the Philadelphia region. I allot a certain amount of money for charitable contributions each year; however, if my financial situation called for that to be reevaluated, I would certainly do so. I realize you are probably receiving some incentive to sponsor events, but that is no excuse for not managing your mission-the trains and bridges. I am very upset that you are capitalizing on an increase at this moment. It is almost like you are saying "they are already complaining about everything so we might as well push in our increase now." It just seems wrong at this moment. I would also like to know what you mean by "cost of living" increases every two years after 2010. Cost of living defined by who? My employer believes a 3% increase is cost of living, but my actual cost of living is up at least 5%. What sort of increase are you proposing? Or do you prefer to surprise us with that information a few months before it goes into effect? You certainly need to get your financial house in order, care for the trains and bridges, but not at the expense of your riders. It's like the saying goes "poor planning on your part does not create an emergency on mine." Your poor financial handling should not become the riders' problems. Why don't you donate your salary? In fact,

none of you should be receiving a salary for this "appointment." And that is also part of the problem-you were appointed so you don't feel accountable to anyone. If you don't earn it, you don't appreciate it. And no one on this board has earned anything more than a failing grade-whether the worst damage was done before you arrived or not. On another note, when will riders be able to manage the Freedom card on-line? When these increases go into effect anyone who uses the auto load will need to complete paperwork to increase the amount deposited. Taking a green approach, it would be far easier to make these changes on-line rather than through a cumbersome paper process.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 12:16 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

1. It's a shame that the American Public continually has to suffer because of government mismanagement and misappropriations of funding. Monies collected from bridge or road tolls should never go to anything except repairs and improvements to such. When, or, if monies are returned, from economic development loans by DRPA, where will those dollars go? 2. E-Z pass should be EZ to get! How about selling it at the county stores that are located in malls, such as the Deptford mall. Also sell them at rest stops (that are still open) along the highways and the turnpike. 3. I don't know if bridge tolls are deductible on your income taxes, but that would be nice for those that would be forced to pay any increase on the bridges, especially if they travel every day to work.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Monday, July 21, 2008 5:34 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

There should be no raise of bridge tolls. All previous money went to the wrong projects. Who is to say that the new revenue will go towards the bridge maintenance, unlike previously? The DRPA needs to get some "real" people who can make WISE decisions for the people of PA and NJ who use the bridges.

**Sent:** Monday, July 21, 2008 4:05 PM  
**To:** Comments  
**Subject:** FW: Toll Increases

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**Subject:** Toll Increases  
**Date:** Mon, 21 Jul 2008 15:58:45 -0400

**To:** You shameless, fat cat, unaccountable, political hack thieves on the "executive board" of the DRPA.

How about a resounding "NO" to your bridge increases! Take that \$35 million "development money" and pay down your debt, and maybe suspend pay increases for DRPA executive personnel [temporary/appointed] for 10 years until you get your own financial house in order.

Where's your compassion for the hard working person who now has to factor in a toll hike from his take home salary?

I don't know why you guys bother with this Farce of a "comment line", since you are going forward with your mis-management plans no matter What the over-burdened taxpayers [your Real bosses] have to say. Don't worry, come election time, we'll remember who "sold us down the river".

PS- Who on the DRPA payroll gets a break on paying tolls on DRPA-related entities, like the bridges and the PATCO Speedline? Truthful answers will be appreciated.

**Sent:** Monday, July 21, 2008 1:17 PM

**To:** Comments

**Subject:** Increase in Bridge Tolls

I think the \$35 million remaining in economic-development money should all be used to pay down some of your \$1.2 billion debt.

I think it is a "stupid" idea to reduce the senior-citizen discount. You already plan to take away some of their discount when you void whatever they have remaining in tickets purchased earlier.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Saturday, July 19, 2008 5:00 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I never mind someone increasing prices if it is necessary. I cannot understand where the toll money is going. Why is the DRPA using the toll money for other purposes other than employee salaries and bridge repairs and painting. How did you become so autonomous. Do not raise the tolls. Be accountable for your money just as we are. ]

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**Sent:** Monday, July 21, 2008 3:00 PM

**To:** Comments

**Subject:** Dear DRPA,

Dear DRPA,

I am unable to attend your meetings on the proposed toll increases, but would like to strongly express my disapproval. For a long time, I have been appalled and outraged over the use of the toll monies for pet projects. My understanding of the DRPA is that it is a regional transportation agency in control of several bridges and PATCO. Any tolls or fares collected should be used for the exact purpose of maintaining those infrastructures. Now that the agency has squandered funds and is in need of financial funding, the typical solution of increasing tolls or fares is being proposed. What options exist for the customers who pay these fares? Pay it or swim. This agency should be required to respond as any existing corporation would and that is cut costs. Salaries and fringe benefits should be reduced to close the gap.

Regards,

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Friday, July 18, 2008 12:25 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

As a regular commuter across the Ben Franklin Bridge I do not believe that a rate increase in the tolls is deserved at this time. I am irritated by the fact that the DRPA can spend our toll dollars on community projects instead of using the money for maintenance of the bridges. Why should I help pay for the Philadelphia waterfront or some thing out in Chester? I pay the tolls expecting that the money will be utilized for the bridges not to make the mental midgets on the DRPA board look like great guys with big pockets. I suggest that you maintain the current \$3.00 tolls,prove to commuters that the DRPA can spend the money wisely on bridge maintenance and then we will talk about toll increases.

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**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Saturday, July 19, 2008 4:37 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am not pleased about the proposed toll increases. I am even more displeased that the CEO of DRPA in a recent article said their would not be any funding of projects from the proposed toll increases. I am very suspicious of someone who would say that because I do not believe that this will be the case. The DRPA for years has gotten involved in projects that they should not have been funding and I believe they will continue to do so even if the CEO says they will not. I also feel that if they placed all of the money they used to fund outside projects the bridges would not need such a huge injection of cash as is being proposed. The CEO says " Now is the time to re-address the current and future needs of the DRPA and PATCO to keep our bridges and facilities safe, secure and serviceable. ;" the time for this was when he started, not now. I believe he needs to concentrate on maintaining the bridges and not looking at increased tolls as a way of funding projects other than those that pertain to the bridges. The tolls should not be increased. The DRPA should run more efficiently instead of taking money out of the pockets of hard working people.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 17, 2008 5:08 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Before you raise the tolls and fare ,Please Recoup all the money they spend on non bridge maintenance like Soccer field,etc etc,etc.Then there is no need to raise tolls/fare.Call governor rendell,corrupt fumo to return the money they raided for bridge expenses.Replace Toll booth with robots.Audit drpa for any waste and fraud and corruption.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 10, 2008 5:43 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The cost of crossing the river continues to increase at an alarming rate. Perhaps a change in the DRPA's philosophy is needed to help to contain costs. I understand that the cost of bridge maintenance, like everything increases each year, but it maybe a better use of your current toll income is in order. Everywhere I look I see the DRPA funding some philanthropic cause, from IMAX movies at the Franklin Institute to a soccer stadium in Chester. I personally think that these causes, no matter how worthy they are deemed, do not warrant the use of DRPA dollars at the expense of the commuter. I for one will never benefit from the 10 million dollars donated to build a soccer stadium, however I would imagine that that amount of money could fund a significant amount of repair and maintenance work on the bridges.

**Name:**

**Email:**

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**Sent:** Thursday, July 10, 2008 3:39 PM  
**To:** Comments  
**Subject:** Pig's at the troth

Maybe you should focus on real bridge work and leave the redevelopment to others. If you would spend the money like it was your own we would not be in this situation. A soccer stadium is a waste of MY money and you should be embarrassed to ask for .01 more in tolls.

Your job is bridge security and mainteance. Thats it! Stop wasting money

Stop squandering the money you have. You spend money like drunken sailors then you expect me to post your bail. Call me, I'll be taking the Tacony!

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**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 15, 2008 9:36 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I was disappointed and angry when I heard the news of the increase. Not so much because of the actual increase but for the reasons why. I think it is absolutely crazy that the DRPA spent all of their money for sponsorships etc. and not repairs which are desperately needed. It is wonderful to get a good name within the community but instead of donations how about for good service etc. After hearing the news the other morning, I arrived at the station only to find that one of the new entrances was once again broken. Since the new equipment has been installed, I do not believe there has been one week that one of the entrances is not working. Another time, you were not able to sit on a whole portion of the train because the train was leaking so bad from the rain it was coming through the top and onto all of the seats. Or when you go to sit down and the seats are so bad that you come close to hitting the ground (and I am not a large person, whose weight could possibly play a role). These trains are in such need of repair but I do not feel that the passengers should be the ones paying for it since the people at the DRPA mismanaged the money. It is a disgrace. Perhaps, they should take a look at management and find better people to handle the positions or see where the priorities really are. Sponsorships and donations should not be one of them. Quality and service to the people that keep them in business should be number one.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 11:33 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

If the DRPA is so in debt and in need of raising tolls and fares, then why in the world did they commit \$10 million to the soccer stadium only months ago? I'm sure the talk of raising tolls started long before the soccer investment. The fact is Paris and Pittsburgh have hundreds of bridges for which no toll is paid. DRPA should take the additional money on hand combined with pay cuts and apply those dollars to stop a toll/fare increase. Furthermore, if the DRPA really wants to raise revenue, they would LOWER the tolls/fare, that will increase ridership. I say vote out every politician in the area so when the people can abolish the DRPA.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 9:30 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

As I am sure everyone else has commented if you had not given away all that money to other projects there would be money for the bridges and the speed line. While the other projects may have been worthy they were not what the money was intended for. You robbed Peter to give to Paul. Now we the consumer have to pay more when you should already of had the money. With the cost of everything up so much this is something that shouldn't have been going up. I hope more companies go to a 4 day work week to save their employees money and then your raise wouldn't have any effect on us. You put in Easy pass and cut down on toll takers and now you want to take that discount away too. I think you need all new management because the DRPA has made some very bad decisions.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 3:52 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I agree with the witness from AAA who suggested that you use the remaining \$35 million in your "economic development" account to reduce your existing debt. Most of the beneficiaries of the economic development grants that the Authority has made (Jeffrey Lurie, Aker Kevener) are far better off than the ratepayers who will be affected by your proposed increases.

**Sent:** Tuesday, July 22, 2008 6:36 PM  
**To:** Comments  
**Subject:** Toll Hikes

Dear Sirs,

I just wished to add my comments on the proposed toll hikes for the DRPA bridges and the PATCO rail system. Although I completely agree with the need to maintain the safety and integrity of the bridges and rail systems I must take exception to the use of funds generated by this organization for economic development projects. We have been told earlier this year that there would be no more monies spent on economic development projects yet we have seen your organization give ten million dollars to develop a soccer stadium in Chester, PA. I understand the need for economic development in Chester but I fail to understand how the DRPA becomes involved in such an endeavor. In addition to this, the Philadelphia Inquirer reports in the edition of July 21, 2008 that thirty five million dollars is still set aside for economic development projects and that the DRPA may still use these funds for that purpose. I must ask, are we to be misled again by your statements? A total of forty five million dollars could be used right now for the upkeep, enhancement, and safety of your bridges and rail lines. Somehow these funds are being withheld as though they are someone's personal spending money. As I have stated, I agree in principle with the toll hikes as long as the DRPA will no longer use these funds for economic development projects. However, I must ask the obvious question if these funds are once again used for these projects; Isn't this a form of "taxation without representation"? Because as we have seen, no one seems to be accountable for the misleading statements.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 1:11 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

My comment to the Delaware Port Authority is that you should not have spent our toll money on economic development projects in Philadelphia and South Jersey. Now because of this we are the ones that are going to suffer because of your inadequacies and misappropriation of funds. My salary is not going up to meet the increasing costs of everyday life in South Jersey and Philadelphia. There should also be no phasing out of the commuter discount!!!! I think that if Governor Corzine lets this go through he will not be re-elected. DRPA Chief Financial Officer, John Hanson states "the Authority has worked hard to hold the line on spending". Does he think we are stupid? The people of South Jersey and Philadelphia are not going to put up with this much longer. If this goes through, there is going to be an outcry to overhaul the DRPA.

**Sent:** Wednesday, July 23, 2008 7:23 AM  
**To:** info@lists.drpa.org  
**Subject:** toll hike

i am an annoyed consumer who thinks that DRPA's expenditures on economic development to other agencies is offensive and unnecessary. It should be eliminated in order to negate the need for a toll hike.

NO TOLL HIKE.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 1:48 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

PATCO riders have already paid for the proposed maintenance and upgrades that are needed. But the DRPA decided to dedicate that money to "redevelopment" projects. Use those funds for the needed maintenance and upgrades. Thank you.

**Sent:** Wednesday, July 23, 2008 6:23 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

If, as reported in the Philadelphia Inquirer, DRPA has a debt ratio of over 40%, and if it is reasonable -- as I believe it is -- that inflation (and interest rates) are set to increase substantially, then DRPA will be in very serious financial trouble attempting to refinance its existing debt. If this is a correct reading, one must question the present DRPA Board and Administration's stewardship, especially, their decisions to engage in semi-private economic development projects. It is not enough to say that NEW funds will not be used for economic development, because this leaves the base open to continued political mis-use. I believe DRPA's charter should be modified to restrict its actions to bridges and related transportation use. Thank you for the ability to comment.

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

DARPA should not be funding economic development projects. DARPA must stick to its main business: transit. Funds earmarked for economic development should be rerouted to fund the necessary repairs needed on the bridges. Only at this point if further funding is needed should tolls increase.

**To:** Comments

**Subject:** Senior Citizen Bridge Increases

Dear DRPA,

Senior citizens should be allowed to continue using the paper coupons at any time of the night and day (24-7).

**To:** Comments  
**Subject:** Toll Hike

Dear Sirs,

I really object to your ill-conceived projected rate hikes for senior citizens. We are bearing the brunt of gasoline increases, escalating food costs and utility extortions among others with virtually no increases in our incomes. Now you want to penalize us for traveling across bridges that we've paid for repeatedly over many years.

You demonstrated callousness and contempt for seniors by scheduling an evening meeting in Camden - one of the highest crime rate cities in the country! No wonder it was not well attended.

Your own figures were publicly disputed by an accountant, with no response from your representatives.

Please reconsider your victimization of senior citizens. Keep the senior pass books and rates as the are.

**Sent:** Thursday, July 24, 2008 11:40 PM

**To:** Comments

**Subject:** respond

To whom it may concern:

In reference to your insert in my bridge ticket book about my fare going up from 1/3 the cost of a normal toll to 50% and having to use EZ- Pass and not being able to cross bridge from 6 to 9 am or from 4 to 7 pm. Also my tickets that are left over after Dec,31 2008 are good as credit to my ez-pass bill.

I think it will cause hardships on seniors who have to travel from NJ to Philly for doctor or hospital visits. It is possible to schedule appointments after 9 AM. But sometimes it is hard to set things up for going over the bridge between 4 and 7 PM.

Also a bad thing for me is sometimes my children drive my wife to the city for medical appointments and she pays with her pass, now that we have to use E-Z Pass what can she do remove the transmitter from my car and carry it by hand. I understand that you must pay for the tickets and mailing but do you have to change us over to the EZ Pass and more than triple the fare charge. We now pay one .33 of the toll and it will increase to .50. That is a bigger increase then you pro poss for the regular customers. Regular customers 3.00 to 5.00 seniors 1.00 to 2.50 our increase will be more then 50% and we will have restrictions added .

I think it is unfair and close to criminal.

**Sent:** Wednesday, July 23, 2008 2:16 PM  
**To:** Comments  
**Subject:** Your job is NOT to fund economic development!!!!!!

Mr. Matheussen,

Why Have you WASTED \$375 Million dollars since 1999 on Economic Development? That should NOT be the function of the DRPA. YOUR JOB IS TO OPERATE, MANAGE, AND MAINTAIN 4 BRIDGES!!!!!! PERIOD!!!!!! NOT give away the toll revenue and run up \$1.2 Billion dollars in debt. WHAT ARE YOU GUYS DOING????? All that money should have been set aside for Maintenance and repairs down the road. This is yet another example of Government gone bad. The corrupt Rendell and Street administrations thinking they can do whatever they want. You guys all deserve to rot in jail. IT'S FRAUD, CORRUPTION, AND INCOMPETENCE!!!!

Why should the DRPA be run any differently than any other business? No worries, we'll just jack-up the tolls to cover the expenses. Your average salaries are \$85,000 per employee per year? I'm sure they're all worth it too??????? Just like PennDot and the Philly Airport Commission with all their workers sleeping in their trucks?

The Taxpayers are GETTING FED-UP!!!!!!!!!! You and your guaranteed pay raises and guaranteed retirement and all your benefits. COME ON!!!!!! NO MORE!!!!!!

I SAY NO WAY TO """"ANY INCREASE IN THE TOLLS""""!!!!!! The \$35 million earmarked for additional development. B.S!!!!!! IT NEEDS TO BE PUT TOWARD BRIDGE MAINTENANCE!!!!!!!!!!!!!! NO MORE KICKBACKS!!!!!! DO YOUR JOB!!!!!!



**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 6:36 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I would like to know who the DRPA answers too? For years, I have been paying my \$3 toll to go to work in Philadelphia and for years only a portion of that has been going towards bridge and road upkeep. Since when does a professional soccer team fall under the juris of the DRPA? How come 10 million dollars of commuter toll money has been appropriated towards the construction of a soccer stadium? A stadium is not a road, nor is it a bridge. This country was built on the backs of poor ... is that what you (DRPA) are working to achieve again -- creating a class of working poor? This certainly seems to be the case to me. You are attacking commuters wallets and our cost of living increases for the good of fixing the roads and bridges with the "increase" going towards expenditures. Well, what about the other 3-4 dollars. Let me guess, you have another bright idea to build a stadium for a different sport no one gives a damn about this side of the Atlantic! You should be ashamed of yourselves.

**Sent:** Tuesday, July 22, 2008 11:10 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I had no idea that the DRPA was behind these so-called economic development projects, which should have been left to the private sector. Most notably, this soccer stadium project, which will undoubtedly be a total loss. And how much was spent on The Kimmel Center, which is basically a playground for the rich orchestra crowd? I take your roads and bridges every day, and was all ready to fork over your toll increase, and swallow your "cost of living" increases, but I pay for bridges and roads with my tolls, not your personal pet project priorities. Regardless of what you are saying about where the PATCO and bridge toll increases will go, DRPA has shown itself to be irresponsible with the people's money. And I am now clearly against your proposed increases.

Shame on the DRPA for announcing a 2pm "proposed" toll hike press conference, yet not even posting this information on your website. Are you afraid? Of course not, after all who is going to stop you: Camden County Freeholders, nope; Congressman Andrews, nope; Gov's of NJ and PA, nope; Mayor of Phila or Camden, nope....

Please tell me, tell the region why anyone must pay to go over the bridge? We already suffer from the highest property taxes, insurance costs, cost of living, utility costs, etc, and now you want to charge me \$5 to go over the bridge to visit my Aunt, go to a ball game or grab a cheese steak?

Don't you realize the toll actually decreasing ridership? Don't you realize the toll is a penalty for living here? Don't you realize the toll alters behaviors and REDUCES the connection to commerce on both sides of the bridge? Don't you realize the toll is akin to a WALL that separates and divides us? Don't you realize the toll decreasing economic development? Don't you realize you are taking MY MONEY?

Let me ask you, what are the salaries, expenses and travel costs of the DRPA? Have they gone down? Why not cut back like other publicly held companies? Wait, I know, because you have the political power and the ability to do what ever you wish on the people of this region, after all I ask again, who is going to stop you?

The DRPA actually hurts a lot more than it helps----There are probably lots of really good, well meaning folks who work at the DRPA, but the fact is the DPRPA has a culture of political will because of single party rule, as a result, directly or indirectly your actions reflect this thinking of: you can do anything.

If you truly want to raise revenue, lower the toll. If you truly want to reduce debt, look for internal ways to trim your expenses. For starters, your salaries and the number of employees are on the high side.

I reject the toll hike, and I reject the premise of the need for a toll hike, and I reject the fact this is a "proposed toll hike".....You are going to bear down and suck it up over the next several weeks, but your decision is already made....

Again, shame on you.....

**Sent:** Wednesday, July 23, 2008 8:35 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

This is lunacy. DRPA is supposed to handle bridges - why the heck have you been throwing our fares and tolls at stadiums and concert halls and museums? If you hadn't been spending money on projects ridiculously far removed from your scope of responsibility, there would be no need for any additional revenue. Cut the crap, DRPA, and cut the wasteful spending.

**Sent:** Monday, July 21, 2008 9:07 AM

**To:** Comments

**Subject:** toll hikes and philanthropy

**Sirs-** In an era of poor economic conditions throughout the United States, it seems counterproductive to even think of raising tolls and fares at the DRPA. What makes it harder to swallow is the past history of this agencies propensity to offer money to projects outside of the maintenance and upgrades to DRPA properties and equipment. Perhaps one can explain away the value to the ridership and those traveling the DRPA's bridges of using money to build a soccer stadium in Chester, but no one with a clear mind would ever consider this a proper expenditure for the DRPA.

Hindsight being what it is and common sense at its core, none of the projects listed in Monday's Philadelphia Inquirer on page A4 would even be considered by toll paying individuals as worthy IF toll hikes were going to be necessary in the future. Has any in your management circle ever heard of the phrase "save for a rainy day"? One should be looking for ways to save money, without the propensity to layoff the workers who actually do the work-toll takers, maintenance men, train engineers and the like- by curtailing any philanthropic expenses unnecessary in today's economic environment!

There is something to be said for management spending money that isn't really theirs like the wealthiest who could never spend all of their money in many lifetimes doing philanthropic work to help mankind.

**There should be no toll increases to any part of the DRPA until there's a GUARANTEE that there will be no more capital spent on anything other than projects that actually help your riders and bridge users!**

One would hope that the position taken by the 'new' management of the Port Authority of a "that was then, this is now" philosophy will result on no more out of the realm of service to ridership projects ever in the future of the DRPA. Here's a hint: You can't afford it, and we can't pay for it! **NO TOLL HIKES UNTIL THE DRPA REMOVES PHILANTHROPIC PROJECTS FROM YOUR BUDGET PERMANENTLY!!!**



Thanks for reaching out to me. Below is a response to area residents who question DRPA's investment in economic development....

The Delaware River Port Authority is now and always will be committed to keeping our facilities safe, secure and serviceable. And just as our role in constructing our bridges and PATCO was governed by a Compact, so is our investment in economic development. In 1992, an amendment to the DRPA Compact, approved by the legislatures of the two states, Congress and the President of the United States directed the DRPA to engage in economic development projects within the Port District located in Southeastern Pennsylvania and Southern New Jersey. The Port District includes the Pennsylvania counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia, and the New Jersey counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean and Salem. Specifically, the Compact amendment provided the ability for DRPA to undertake “the planning, financing, development, acquisition, construction, purchase, lease, maintenance, marketing, improvement and operation of any project, including but not limited to any ... facility of commerce or economic development activity.”

Over the past 16 years since DRPA's Compact amendment, the Delaware River Port Authority has made a substantial investment to our region including projects such as the Kimmel Center, National Constitution Center, Lincoln Financial Field, Adventure Aquarium, Campbell's Field and improvement along Admiral Wilson Boulevard, all adding to the fabric of the region.

However, the DRPA has made a decision going into the future, not to use the money raised from a toll or fare increase to invest in economic development.

Danelle G. Hunter  
DRPA  
Corporate Communications  
[dghunter@drpa.org](mailto:dghunter@drpa.org)  
856-968-2253

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*Fox 29 news recently did a story on possible toll increases to cross area bridges within DRPA. Mr. Matheussen was quoted as saying this new money will not go toward economic projects. What is the response the DRPA gives to residents as to why 300 million has been given to economic development projects when first and foremost they should take care of bridge conditions. Our office has received this question from a constituent.*

*Thank you for your assistance,*

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 10, 2008 5:55 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The cost of crossing the river continues to increase at an alarming rate. Perhaps a change in the DRPA's philosophy is needed to help to contain costs. I understand that the cost of bridge maintenance, like everything increases each year, but it maybe a better use of your current toll income is in order. Everywhere I look I see the DRPA funding some philanthropic cause, from IMAX movies at the Franklin Institute to a soccer stadium in Chester. I personally think that these causes, no matter how worthy they are deemed, do not warrant the use of DRPA dollars at the expense of the commuter. I for one will never benefit from the 10 million dollars donated to build a soccer stadium, however I would imagine that that amount of money could fund a significant amount of repair and maintenance work on the bridges. Maybe I'm mistaken, but I was under the impression that the income from the tolls and train fares, like any other business was to be first used to maintain and improve the business. The business in this case are the bridges! It seems to me that the DRPA donates money to whatever unrelated cause that it sees fit, then raises tolls, using the excuse that the infrastructure needs work. Meanwhile, the work that needs to be done moves along at a snail's pace while the DRPA searches for additional opportunities to which the newly found money can be donated. Come on guys, I'm sure that the one way tolls greatly reduced your payroll budget, as did EZPass. Again, I understand the cost of doing business, any business continually rises, but with the cost saving measures taken (particularly with regard to personnel) and the very public display of DRPA philanthropy, you can surely understand the public outcry when you ask for a 33% toll increase.



**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Thursday, July 24, 2008 5:00 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am a senior citizen living in Philadelphia. I have been forced to pay full toll on the bridges, since I must work full time, and the office that one signs up for discounts is only open on weekdays. This limits my trips to New Jersey. When the proposed toll hikes take effect, my travel will be even more restricted. As for the proposed 100% increase for seniors, and the restrictions on hours of discount--you should be ashamed of yourselves. Many seniors need to come to Philadelphia for medical treatments, and some for work, too. They are living on less money and shouldn't have to pay more. What an upside down world. When's the last time the DRPA people took a pay cut, or didn't get a cost of living increase? I haven't had a raise in three years, and yet am being asked to pay more--so you guys can keep your perks? Also, why are you in the economic development business? Our bridges are in disrepair because the money was spent in projects benefitting a few people--not the general public. I would love to attend the Kimmel Center, or go to a ball game, etc., but I can't afford such luxuries. Why should my money have been used to subsidize them, instead of keeping the bridges that I use in good repair?

**Sent:** Thursday, July 24, 2008 10:47 AM  
**To:** Comments  
**Subject:** Proposed Hikes

Your incompetence should not be rewarded or prolonged with maintaining your overpaid jobs. Your primary function as a bridge authority is the bridges! Not making Rendell & the others happy to have another source of revenue for projects of the wealthy. In the real world, you would all be fired! Was it a surprise to hear bridges need maintaining? When the brain trust decided to use bridge funds for the Kimmel, Sports Arenas, etc, did no one in the Authority have the brains or the guts to speak out & bring it to the public's attention?

To even suggest that Senior Citizens pay a cent more shows how out of touch with reality you all are. You want a Senior who has to make the choice every month between food, fuel or medicine or taxes, to help pay for your mess.

I haven't heard of any streamlining or cost cuts in the mess you call the Bridge Authority. How much of a salary reduction/freeze are you all taking for your incompetence.

**Sent:** Thursday, July 24, 2008 12:30 PM  
**To:** info@lists.drpa.org  
**Subject:** Senior Citizen Booklets

To Whom It May Concern,

I am writing on behalf of my dad who is a senior citizen. I think it a downright shame to increase the toll for them. They have a very limited income and increasing the toll would be very difficult for many. A suggestion would be to either have seniors use up their old booklets by using two coupons to make up for the \$2.00 and printing new booklets. I am not suggesting that you should not increase the toll to \$2.00 but most senior citizens do not want the E-Z Pass. E-Z Pass is not easy to deal with. I hope you reconsider and let seniors continue to use the coupon booklet but increasing it to \$2.00 would be fine. Also what do the seniors do with the extra booklets they may have in September? Thank you for your consideration in this matter.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 5:51 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**  
Requiring E-ZPass to receive a senior citizen discount will exclude many seniors from the program.  
Many of us do not want or need another account to manage.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 10:46 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

1. Seniors should get the discount between 4 and 7 pm. Seniors driving from NJ to Philadelphia between 6 and 9 am could be presumed to be driving to work. So there is some logic to charging them the full toll. Seniors driving from NJ to PA between 4 and 7 pm are not likely driving to work. So they should get the same discount as midday drivers. 2. The money remaining in the economic development fund should be shifted immediately into the bridge and PATCO maintenance fund. That should be a prerequisite for any toll and fare increase.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 4:29 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear Sirs: I am a senior and I have two books of bridge tickets which you said would be O.K.. But why in the world would you limit their use after December of this year. If you already have books, you should be able to completely use them up without a time limit. That's the way it's been. And to force elderly people to have to sign-up for Ez- Pass is an unreasonable request that many seniors can't handle. On behalf of all seniors, your kindest consideration will be appreciated. Sincerely,

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 3:12 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The proposed increases and especially the restrictions of travel time for senior citizens is totally unacceptable at a time when our economy is affecting seniors with fixed incomes. Many seniors travel from NJ to Phila. for doctors and hospital appointments. To impose a time restriction is an additional burden. We have subscriptions to the Academy of Music and the Walnut Street Theater and we like to enjoy dinner at a Phila. restaurant before the shows. Now we will have dinner in NJ before we travel to Phila. because of the increased fare between 4-7 PM. We enjoy these outings because they are close to home and are affordable alternatives to travel. We hope you will seriously consider eliminating the time restrictions for seniors traveling your bridges.

**Sent:** Wednesday, July 23, 2008 12:13 PM  
**To:** Comments  
**Subject:** Fare/Toll Increases

I was able to attend the DRPA Public Meeting at Rutgers Monday evening. I would like to add my comments concerning the proposed toll increase on the bridges as applied to senior citizens. I am a senior citizen and have enjoyed the benefits of the reduced senior toll. However, I find that the 'Peak Hours' periods in the morning and evening unfortunate. 'Peak Hours' periods have been eliminated on SEPTA and there appears to be no adverse effect. The 100% increase is excessive, especially when considering the hours when the toll will increase 400% per trip for seniors. Although I rarely make more than one trip across the bridges per day, I do not see the need for restricting senior discount to a single trip per day. Also requiring the use of EZ Pass increases the financial burden on those of us on a fixed income. It is unfortunate that the DRPA sees fit to place these additional and excessive financial burdens on senior citizens income.

It would be great to see the 'Peak Hours' period be totally eliminated on PATCO and not considered for the DRPA bridge tolls.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Wednesday, July 23, 2008 4:23 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

John!! Your math stinks! Why should seniors pay a 100% increase and all others 35%? Than if you are a senior you can only drive across the bridge certain times. I work to pay my taxes in NJ and in Philadelphia, get your act together! There will a cost of living increase each year. Will this increase be the same as the cost of living increase I recieve on my social security check, or will it be some other inflated made up by the politians? I think the lights on the bridge are brighter than the people who are running the operation. How much does that brainstorm cost each year? Maybe you could put CFL's inplace of the KW suckers that are now installed. PS: If want my vote you should rethink your your position.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 11:43 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am a Resident of New Jersey and I work in Philadelphia. Both my husband and I are senior citizens. We are eligible for the DRPA discount tickets at the cost of 1.00 per ticket. If the toll is raised will the tickets cost more. When dose it end? More taxes, more gas, now more toll charges. People who have worked all their lives are now paying for people who never contribute a penny to any of these increases. Get real here enough is enough. Stop the madness.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Thursday, July 24, 2008 4:54 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

My wife who is a senior citizen recently purchased a book of Senior bridge passes for \$20. Are we to assume that as of Sept. 14th that these unused passes will be useless!!? If they are useless I don't think that is fair at all.

**Sent:** Wednesday, July 23, 2008 1:40 PM  
**To:** Comments  
**Subject:** DRPA Senior Citizen Bridge Toll Hikes

My husband and I wish to express to all of you our utter despair with the proposed changes to the Senior Citizen Discount program. Our dissatisfaction does not lie so much with the planned toll increase, but with the elimination of the senior discount during certain hours each day, as well as the limitation of one discount per day.

Apparently, none of you are aware that seniors, in general, do not drive for mere pleasure! Even though my husband and I are retired, it is absolutely necessary for each of us to cross the bridges quite frequently. All of our physicians are located in Pennsylvania. My husband, who has leukemia and various vascular problems, must make at least three trips across the bridge each week for medical purposes. I also am required to make a minimum of two trips, both for medical reasons and care of my grandchildren when necessary.

My husband, unfortunately, cannot schedule his medical appointments and procedures to coincide with the limited hours you have determined are necessary to take advantage of the senior discount. The same time limitations apply to me. As a result, both my husband and I will be paying the \$5.00 toll each time either of us must cross the bridge!

Needless to say, the proposed changes will definitely create an additional financial hardship on our limited finances. I am sure that most seniors will be financially affected by the changes you are proposing to enact. Once again, please be aware that the \$1.00 toll hike is much easier on finances than the additional limitations you propose to enact on the Senior Citizen Discount program!

Of course, had all of you designated the Port Authority finances toward the maintenance of the bridges, etc., I doubt any toll increases would have been necessary at this time!

**Sent:** Tuesday, July 22, 2008 8:57 PM  
**To:** info@lists.drpa.org  
**Subject:** Complaint on Proposed Changes

It is unfair to change the hours for the senior discounted fares all of a sudden. Please allow a year to phase in the special hours. I own tickets, but the time I use them is sometimes a peak hour because of doctor visits or hospital hours. I just bought tickets and feel like you are cheating me unless you give me time to use my tickets as I have in the past..

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 7:58 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

My wife and I are seniors on a fixed income. We live in Philadelphia and help take care of our grandchildren in NJ. We use the senior discount tickets which help us tremendously since we often go back and forth, sometimes twice a day. The proposed increase would mean \$6 a day average expense for us as opposed to \$2. That's \$24 a week or \$96 a month. It doesn't seem fair to penalize seniors in trying to raise more revenue. Please reconsider this. Thank-you

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**Sent:** Wednesday, July 23, 2008 10:33 AM

**To:** Comments

**Subject:** No Raising Of Tolls On Bridges

Hello: First of all I would like to know why you have 900 employees as stated in the paper. The article stated that most of the tolls you collect now are used to pay these 900 employees. Where are they and what do they do?? They sure aren't collecting tolls. You people have wasted millions of dollars that were collected from tolls on projects that had nothing to do with the bridges. Now you want to put all the brunt of the make up money on the people that have been using these bridges for years.

Especially the seniors. Why are you really sticking it to the seniors. They are on a fixed income, they have to choose now to use their money to buy food, medications, gas for their cars, and now you want to take away their discount for crossing the bridges. It's bad enough that your saying after September they have to start using 2 tickets instead of one for bridge crossings, but are also limiting them to one crossing per day. This is not fair.

How are you going to work the Easy Pass for seniors?? How will they be known to be seniors when they cross, and less taken out of their account?? What will happen when they use other roads etc. with Easy Pass? Forget this Easy Pass idea, and let them keep using the paper tickets that have been used for years. My Mother has these tickets now, and uses them when I drive here over the bridge, she doesn't have a car....this means that I will have to have an Easy Pass box put on my car????? Leave the system for seniors alone, let them use their tickets, don't raise their fares to cross the bridge, and don't limit them to once a day.

I use the Betsey Ross Bridge a lot. Most of the time there are cones out like work is being done. Where are the workers??? What do they do??? The off ramp to I-95 South has had pot holes for years.... why hasn't anything been done to these???

I know maintenance has to be done on these bridges... but it should be an on going thing... not wait until things are so bad that they have to be fixed right away. Raising the fares this year to \$4.00 is bad enough, but to raise it to \$5 is just too much. And, like I stated earlier, leave the seniors alone..... they can't afford this huge increase for crossing your bridges. Leave the ticket system in place, and forget about the Easy Pass system for seniors.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 1:30 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear Mr.Matheussen Thank you for the opportunity to comment on the proposed toll changes. The increase in the toll by 100 percent from \$1.00 to \$2.00 for folks over 65 years old is very unfair. I would suggest an increase of 25 to 30 percent this year and subsequent increases to be more in line with the "Cost of Living" increase these folks receive from Social Security. Thank You

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 21, 2008 7:39 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am a Sewell, NJ, senior who is very concerned regarding our senior discount coupon books. The only thing I have read about them is that they will continue to be good until December 31; however we will need to use two of our current \$1 coupons instead of one after September 30. THE BAD NEWS that I read is that starting on September 30, the coupons will only be able to be used on off hours, defined as CANNOT be used between 6 and 9 AM and 4 and 7 PM. That is NOT GOOD. Some of us work part time, use the bridges in those hours going and coming to work. I AM AGAINST THAT RESTRICTION!! I hope my voice can be heard through this message. Thank you.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 1:14 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I understand the need for an increase, however, the seniors are taking the blunt of the increase. The proposed \$2.00 price is 100 percent increase and if we can't use the tickets during prime time our increase will be 300 percent. Many of us seniors have been forced back to work because of the economy and escalating expenses. We are really taking the blunt of the increase. Please allow us to use the tickets at any time and not force us to pay \$4.00 and \$5.00 during peak times. The 100 percent increase is tolerable but not if we can't use the discount tickets during peak hours. Please remove this plan for the new increase.

**Sent:** Tuesday, July 22, 2008 12:40 PM

**To:** Comments

**Subject:** rate increse for sr. citizen

drpa the sr rate is being incresed 100% the others are approx. 33%. why hit those who earn the smallest income , make each rate the same percentage. some day you all will be sr. citizens.

**Sent:** Monday, July 21, 2008 12:31 PM  
**To:** Comments  
**Subject:** Proposed Bridge Toll Increase

To DRPA Commissioners:

Doing away with the Senior Citizen Discount during peak hours would in effect raise our tolls from one to four (then five) dollars. Many seniors drive to hospitals and physicians, baby-sit and do charitable work across the river and the increase would be a big hardship for these people. It would prevent many from undertaking these tasks.

Hopefully, you will reconsider doing away with the discount during peak hours. Thank you.

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**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Sunday, July 20, 2008 10:32 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Bad enough, that gas prices make it difficult to travel for pleasure, now you are raising the cost for travel across the Delaware River. It is an outrage that you are requiring senior citizens to obtain an EZ Pass to get the senior citizen discount. As we are on fixed incomes, this is another expense we can not afford. Will you provide the EZ Pass to senior citizens without any cost? Also, why is the daily bridge toll being raised 33%, senior fare 100% and PATCO fares 12%?

**Sent:** Sunday, July 20, 2008 11:45 AM  
**To:** info@lists.drpa.org  
**Subject:** FW: DRPA BRIDGE INCREASES ARE UNFAIR TO SENIOR CITIZENS

DRPA Directors;

I have sent this letter of protest to all three main Delaware Valley newspapers, on behalf of Senior Citizens on both sides of the Delaware River. Please don't dishonor these Senior Citizens by enacting the grossly unfair bridge toll increases and restrictions on them. They are responsible for where y'all are today. They deserve better treatment.

**Sent:** Wednesday, July 16, 2008 7:03 PM  
**To:** 'Inquirer.Letters@phillynews.com'  
**Subject:** DRPA BRIDGE INCREASES ARE UNFAIR TO SENIOR CITIZENS

The recent proposal to increase the bridge tolls for Senior Citizens along with the time restrictions, elimination of the pass books, and requirement to use EZ Pass is grossly unfair to Senior Citizens. The DRPA directors ought to know that it was Senior Citizens who built the bridges across the Delaware River in the first place, and continued to maintain their upkeep with tolls for decades. These Senior Citizens, many of whom are on fixed incomes, may need to use the bridges during ALL hours of the day for a myriad of reasons. The purported savings by gouging the Senior Citizens amounts to peanuts compared to the salaries of all the DRPA directors and the money used for non bridge purposes. It's bad enough that the Senior Citizens will now have to pay \$2 for each transit, but the time restrictions and EZ Pass (with the risk of identify theft) amount to cruel and unusual treatment of a populace who made the bridges what they are today. Having public hearings, when all the above unfair changes affecting Senior Citizens are already decided is a cruel joke. I hope that the DRPA directors rethink their plans for the bridge toll increases, and favor the Senior Citizens on both sides of the Delaware River. As Victor Hugo once said, "Greater than the tread of armies is the idea whose time has come." The time has come to honor the many Senior Citizens of the Delaware Valley and hold the line on the bridge toll increases for these contributors to all the Delaware River bridges throughout all these years.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Monday, July 21, 2008 2:30 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

re:senior discount bridge tolls.why are you restricting the travel hours that a senior can travel over the bridge.septa has recently removed those travl restraints on seniors.please reconsider.when easy pass for seniors is instituted in jan.08 why are seniors restricted to one trip a day?it appears that drpa is being vindictive to seniors.

**Sent:** Thursday, July 17, 2008 7:43 PM

**To:** Comments

**Subject:** senior discount

i am a senior and use your discount tickets daily as i watch my son's children in phila. i do this without pay so that he and his wife can get on the feet and not have to use one salary for daycare. i understand that you need to raise the bridge tolls and i am fully prepared to pay this increase but that is where my problems begin. if you take away my ability to use these tickets from 6 to 9am and 4 to 7 pm then you take away my discount as these are the times i cross. PLEASE CHANGE THIS. i cannot believe that the amount of seniors that cross during these times could amount to any kind of loss for you. most seniors who use the bridge wait for the off hours to cross anyway. they don't want to deal with rush hour traffic if they don't have to. . PLEASE, PLEASE, PLEASE reconsider because it will really cause me a hardship to have to spend 20 dollars a week as opposed to 10 dollars. this is 40 dollars a month.&nbsp; that would pay one of my monthly bills.

**Sent:** Saturday, July 12, 2008 3:29 PM  
**To:** info@lists.drpa.org  
**Subject:** Toll Increase for Seniors

I received quite a shock with my breakfast this morning. I read that the DRPA is going to institute a substantial price increase for seniors. I am a 71 year-old retired senior who has to cross the bridge twice a day. My wife, who is 67, works in the University City area of Philadelphia. She has several health problems, diabetes, cardiac problems, and bad knees. She works for a hospital and continues to work for her much needed health benefits. Because of her bad knees and cardiac problems I drive her to work in the morning and pick her up in the afternoon. She can't take public transportation and she can't drive. I now pay \$2 a day using my senior citizen tickets. With the outrageous proposed toll increase, I will have to pay \$8 a day. That is a \$30 weekly increase which comes to \$120 a month. That is an outrageous toll hike. You are not only increasing the senior fare from \$1 to \$2, you are limiting that to one trip a day and you are eliminating the discounted fare during the normal commuting periods. I am registering my complaint with the governor, my state representative, and whoever else is even remotely involved with this disgraceful action.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 14, 2008 9:56 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

At a time when many seniors are having problems making ends meet, you now place a greater burden on them by not only doubling the bridge tolls, but limiting the time of use. My neighbor crosses the Betsey Ross bridge each day to help his daughter, by dropping his Grandchild off at school in Philadelphia, so she may go to work. His tolls under the present plan at are \$1.00 a day or \$5.00 Per week. Under the proposed plan it would cost him \$4.00 a day or \$20.00 per week ,and \$80.00 per Month. He simply could no longer afford to help his Daughter. Please consider the many of seniors who are in the same situation.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 14, 2008 5:49 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am a senior citizen as well as my family members. I cannot believe the disrespect for Seniors that is being shown with the change in coupons. It is bad enough that you are increasing the cost but to put limits on people going over the bridge is outrageous. Sometimes myself and many of my senior friends must cross the bridge more than once since our children live in N.J. You are saying that you will actually monitor us and charge us if we go to visit our children and maybe go back to see a doctor or some other reason. Hopefully you will use some sympathy and reason when coming to a decision. The seniors in this country deserve a little bit more respect from everyone that what is given to us.

**Sent:** Friday, July 11, 2008 11:06 AM  
**To:** info@lists.drpa.org  
**Subject:** Toll increases

I urge you not to put restrictions on the use of senior discounts. To do so would limit the ability of seniors to visit families and friends and shop. There is no need to limit the use of senior discount tickets to certain times of the day. Seniors, who can, avoid peak travel times to avoid heavy traffic. There is little to be gained by this action and a lot of inconvenience to seniors.

**Sent:** Friday, July 11, 2008 9:30 AM  
**To:** Comments  
**Subject:** Upcoming toll increase and Senior discount

I would like to suggest that raising the senior discount 50% is excessive. Clearly seniors have paid their dues in tolls and contributing to the economy. It is time for Seniors to NOT be penalized by large increases as most if not all of us are on fixed incomes.

In addition, the phasing out of the senior discount in 2010 is even more of a burden to people on fixed incomes.

Since most seniors are no longer working and can travel at off hours the limitation to the discount to off hours is NOT any where near as much of a penalty.

I would like to suggest that the senior discount remain the same fixed amount that it is today.

If we must pay through a EZ-Pass device, then so be it, that is a small price to pay to continue the current discount of \$1.00 per round trip, during the off hours. (Obviously EZ-Pass gives DRPA the ability to bill the full amount when we use the crossings during peak hours and that is just good business.)

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Saturday, July 12, 2008 1:05 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Why are you limiting the hours for seniors to use the bridge tickets. This is grossly unfair toward senior citizens. There are still some who work every day and need the extra income. We're all not just going to the casinos!!!!!!

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Friday, July 11, 2008 10:42 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I strong oppose the increase in bridge tolls to be effecitve 09/14/08. It is my understanding that the Senior Citizen Fare Ticket Books are to be discontinued and senior citizens will be forced to use EZPass. However, EZPass cannot be used during peak hours. This will force senior citizens who are employed and use the DRPA bridges, to pay full tolls of \$5.00. This will render a severe financial hardsip to me and will force me to resign my position as I will not be able to afford the bridge fare.

There are precise reasons why I have to go on the bridge or PATCO at certain times which may be in rush hours but I had no choice.

For example, I have been on the bridge many times in rush hour because I was attending funerals. It is sad enough to go to viewings and funerals without being penalized by DRPA.

continued

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Sent: Thursday, July 24, 2008 5:43 PM

To: Comments

Subject: (Part 1) Proposed Increase In Cost for PATCO and Bridge Crossings

Dear DRPA Commissioners :

I am sorry that I was unable ro attend the hearings.

I am a senior citizen. For awhile, I have felt that the increased charge between 4 P.M. is not exactly right.

I do not just decide to take a trip on PATCO as a whim or on the bridge for no particular reason. It would be more pleasant to avoid the rush. The time of my trips is determined out of actual need.

continued

Sent: Thursday, July 24, 2008 5:52 PM  
To: Comments

There are precise reasons why I have to go on the bridge or PATCO at certain times which may be in rush hours but I had no choice.

For example, I have been on the bridge many times in rush hour because I was attending funerals. It is sad enough to go to viewings and funerals without being penalized by DRPA.

continued

There are precise reasons why I have to go on the bridge or PATCO at certain times which may be in rush hours but I had no choice.

For example, I have been on the bridge many times in rush hour because I was attending funerals. It is sad enough to go to viewings and funerals without being penalized by DRPA.

continued



Sometimes I go to performances and events by riding on PATCO. I go on free of charge and economical events. It would be appropriate to get the Senior Citizen Reduced Fare rate in keeping with the economical plans being followed.

Sometimes I ride by PATCO and sometimes by automobile on a bridge to do volunteer work. There are other Seniors who do this to help the community. It is too aggravating to have to kill time in a subway concourse or the lobby of a PATCO Station. It is stressful and wasteful.

I do not ride back and forth and take up space on the train or on the bridge just for the sake of it.

You and please remove the time restriction from the Senior PATCO fare, and for heaven's sake, don't spread the problem to the bridges too.

By the time all the DRPA improvements are completed, some of us may or may not be able to partake of them.

Sent: Tuesday, July 15, 2008 7:58 AM  
To: info@lists.drpa.org  
Subject: raising the bridge tolls

I hear that the bridge tolls are going to be increased and that the senior bridge tickets will non usable between 6 and 9 am in the morning.

Please consider that many senior citizens are still working full time to keep up with this economy and will have to pay \$4.00 each day to cross the bridge. I do not think it fair to penalize the working seniors.

Date: Fri, 11 Jul 2008 11:44:05 -0700 (PDT)

>Dear Sir/Madam:

>

> I currently have 1 full book of senior citizen discount toll tickets and another book with a balance of about 14 tickets. With the price of gas, we don't travel back and forth to the shore as often as in the past. Will I still be able to use these tickets until used up?

>

> Also, I have never had an E-Z Pass account and don't know why I would be obligated to get one with the now limited times crossing. Why is this being done, especially when you are limiting us senior citizens to off peak hours for the discount and doubling the cost for seniors to cross?

>

> Again, how do I use the tickets I currently have and/or how long after the new rates go into effect will they be accepted? Awaiting your reply.

>

> Thanks,

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Sent via the ETI Host Web Mail ([www.eticomm.net](http://www.eticomm.net)) system at [lists.drpa.org](mailto:lists.drpa.org)

Sent: Thursday, July 10, 2008 10:41 PM  
To: Comments  
Subject: Bridge Tolls

How can you justify a 100% increase for seniors and, only allow 1 trip per day? This is really taking advantage of people on fixed incomes. Please let me know how you can hurt Senior Citizens this way!!!!!!!!!!!!!!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Sunday, July 13, 2008 10:46 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

senior rates> i can accept the raise, but i do not like that i am forced to get E-Z PASS to qualify ,I do not use this or the roads that it is use on. also the time restriction am and pm ,if i have a DRs.appt. in the city or have to be with my family at a certain time. RAISE THE PRICE BUT DROP THE STRINGS .

**Sent:** Sunday, July 13, 2008 5:27 PM  
**To:** Comments  
**Subject:** Bridge toll change

**I cannot believe that you would raise the price of passage on seniors.**

With the price of everything going up, I just do not feel that seniors will be able to keep up with inflation. It seems that one of the best charities that you can continue, is to keep the current discount at \$1.00. Please consider lowering your other philanthropic donations and increase your support of seniors by maintaining the current discount . You say (in capital letters) that you are the only toll agency in the country that offers a discount to seniors...then be proud of that fact and realize that it is necessary to maintain it at the current rate.

On a personal note, I have just turned 65 and just ordered my first (4) books of senior discount tickets this month. The next day, after receiving the tickets I have learned of your proposed fare increase plan. Please advise me what I should be with these tickets that I cannot possibly use.

Thank you in advance for your consideration of my requests,

Sent: Monday, July 21, 2008 8:07 PM  
To: Comments  
Cc: inquirer.letters@phillynews.com  
Subject: Public Comments Regarding Proposed Toll Increases

Dear Ladies and Gentlemen:

I am a partially disabled retired senior citizen, having turned 65 in November. At that time I purchased 80 tickets, each one representing to me one trip across the bridge. I am now a "casual" user of the bridges and PATCO and I also have an E-Z Pass account.

First, I should like to state that I feel that the officers of DRPA have done a poor job, spending money on projects such as sports arenas, museums, etc., which could have and should have been constructed WITHOUT our toll money. This is my opinion.

That said, I do understand why, given the facts existing at this time, toll increases are necessary, even for senior citizens. I have no objections to a FUTURE toll of \$2.00 per crossing for senior citizens beginning in September.

However, I should like to make comments.

First, according to the PHILADELPHIA INQUIRER article ("DRPA leads region's peers in average pay"), specifically the statement on page A4, that "... about \$35 million remained in economic-development money ..." and that you actually still plan to spend that money on "economic development," this statement, if true, is absolutely incredible to me!

If I personally had massive debt and could not afford to repair the leaking roof on my house, yet I had \$5000.00 "set aside" for a big-screen TV set, would it make sense to buy that TV or do you think that it might be better to use that money to fix the roof?

For heaven's sake, use common sense and ABANDON these foolish "economic development" giveaways at least until you get your house in order. Sports arenas, museums, and the like, all laudable projects, should fend for themselves and not use our toll money, money which SHOULD be used solely for the maintenance and repair of DRPA's own infrastructure.

Now I'd like to comment on situations specific to senior citizens. When I bought those bridge tickets, each one represented to me one trip across the bridge. We in this country have a long tradition in opposition to "Ex Post Facto" changes. As I stated, I understand the need for senior citizens to pay more. I can also appreciate your plan to have senior citizens obtain E-Z Pass accounts rather than use paper tickets but, if you do this, I am strongly suggesting two things: for those, such as myself, who already have E-Z Pass accounts, the conversion of these pre-existing accounts to "Senior Citizen Accounts" MUST - repeat MUST - be made EASY, CONVENIENT, and ACCURATE.

In addition, when the current PRE-EXISTING TICKETS are added to the senior citizen's E-Z Pass account, each ticket turned in should be credited with the amount necessary for one crossing of the bridge. Period. No "ifs, ands, or buts."

Frankly neither I nor any other senior citizen wants to hear you say that each ticket is now worth only half a crossing. This is just plain UNFAIR to senior citizens, especially in light of your poor previous performance, not even to mention your reported relatively high salaries and "perks." I have been crossing the Delaware now for almost fifty years, always paying the toll. I think that I, along with other senior citizens who have paid so much over the years, deserve a break.

In conjunction with that, I should like to suggest that senior citizens should be EXEMPT from the \$1.00 per month E-Z Pass fee.

Thanking you for reading and considering these comments, I am,

**Sent:** Thursday, July 24, 2008 3:11 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

boy do you guys got some brass ones.trying to squeeze more money out of the little working folk.what happened to all the millions and millions of dollars not even related to the upkeep of your bridges? when those bridges were built;those tolls supposedly were for all bridge maintenance & repair. so were did all the money go?? that's right,all of our greedy politicians don't see bridges they see an open piggy bank for all there pet projects.so why don't you squeeze back all the money they used like a small buisness has to with there slow paying customers

**Sent:** Thursday, July 24, 2008 9:29 PM  
**To:** Comments  
**Subject:** More money for Fumo?

First you slide millions of dollars to Fumo for his pet projects then you cry poor and demand a toll hike. You are acting like a gang of pirates. Thieves. No. No more for you. You stole the toll money that we paid to you. You misused the toll money that was intended for the maintenance of bridges that were paid for many years ago. Here is my idea, you should have your toll collectors give all of the stolen money back to each motorist, drivers should stop at the toll booth and your people should pay them. Have you no shame?

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 11:45 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

OK, let me get this straight...history of poor spending, bloated salaries and staff....the ability to force their political will in any way because of one party power for decades, etc and all we get is two lousy days of hearings!!!????!?!? You have got to be kidding me!!....Are these DRPA officials related to Castro???? We do not get to vote on either the people or a toll raise, which allows the DRPA to blow BILLIONS...and when they need more money, they simply say: Let's raise the tolls, and let's only give the people two, two hour meetings to discuss it".... Does anybody care about the principles of this country? Does any politician really care about anything but themselves? Absolute power corrupts absolutely; this is fact and the region and the DRPA prove this old adage. Jeff Nash then gets on TV and says all kinds of crazy things; he can say no wrong because just about everybody knows someone who financially benefits from a connection to the local politicians. Where is the US attorney's office on these guys, enough is enough!!! And where is the public record, I want to see all of these comments!!

**Name:**

**Email:**

**Sent:** Thursday, July 24, 2008 2:50 PM  
**To:** info@lists.drpa.org  
**Subject:** toll hike

**boy do you guys got some brass ones trying to raise the tolls.why don't you ask your politico freinds for the money that they spent in the first place.**

**Sent:** Thursday, July 24, 2008 11:59 AM  
**To:** info@lists.drpa.org  
**Cc:** cpedit@courierpostonline.com  
**Subject:** Toll Hikes

My thoughts on the recent events: Whoever is a member of the present DRPA administration that were also there when all of the people's money was spent on "economic development" should go to jail. The sleaze bag politicians who are no longer there that spent my money should go to jail. You people are no different than a money manager that steals his client's money. Don't tell me that no more funds of the raise will be spent on economic development, IT'S TOO LATE. It's already done. You stole my money, and you should be in jail for it. Politicians.....the absolute biggest problem in New Jersey and pretty near the biggest problem in this country.....

**Sent:** Thursday, July 24, 2008 5:25 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

As a frequent user of the PATCO rail service, I appreciate the recent upgrades to the Freedom fare collection system, parking lot improvements, and station and track repairs. But, with the greatly increased PATCO ridership lately, I am concerned that your proposed fare increases will slow or reverse an improved trend toward public transportation. Please keep in mind that there are those who do not currently qualify for reduced fares that will be impacted by even this modest fare increase. I would have hoped that Federal and state subsidies toward public transit would have been enough to handle the increased costs of maintenance and operational expenses that PATCO is experiencing.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:28 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

When there is abuse of misappropriating public money, people are usually punished, i.e. jail, fired, etc. Apparently, when there is abuse at the DPRA, tolls get raised!! Give me a break. And, by the way, I disagree with the premise of our tolls being lowest in the country. Foremost, Pittsburgh has over 250 bridges and they collect not a single toll on any of them! Who said charging a toll is fair to begin with!!

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:29 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Pittsburgh has almost 300 bridges, and the last time I checked, not a single penny was collected on any of them!!! Give me a break!!!

**Name:**

**Email:**

Sent: Tuesday, July 22, 2008 9:29 AM  
To: Comments  
Subject: RE: Rate Hike

I live in New Jersey and commute to Philly because our company moved there I have to pay Philly wage tax and now you want to raise the bridge tolls, I totally disagree with this and there should be other ways to raise money - \$3 a day for a what a 70 year old bridge this is terrible. very Upset

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 9:35 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear DRPA, Who reads the public record and where is it posted? With respect to the toll raise, what is your methodology in deciding "if" you will raise the tolls? If, for example, I have a 100 people sign a petition, does that do the trick? The fact is there is no milestone the public can reach, there is no threshold to achieve in order to reverse the "proposed" toll increase; heck we cannot even vote as a public if we want the toll increase! Based on today's Phila Inquirer article(15 July), the DRPA's payroll is about \$50 million per year!!! Are you kidding me???? The senior administrators are ridiculously overpaid. The fiscal management of the DPRA is disgrace and it is a cesspool of mismanagement and unchecked spending. And why so many cops with such a hierarchy? Again I ask you, does the will of the People even matter? Do we really even have a voice? I would like for the CEO and the board to announce the decision and method by which the voice of the People have an input. The fact is you cannot because We do not have a say.

**Sent:** Wednesday, July 23, 2008 1:21 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

HELLO; I AM AMAZED THAT THE INCREASE IS GOING TO HAPPEN, LETS FACE IT, ITS A DONE DEAL, YOUR JUST ALLOWING US TO GO THRU THE MOTIONS. WHAT DISAPPOINTS ME IS HOW POORLY RUN THE BRIDGES ARE RUN, ESPICALLY THE WALT WHITMAN, I ENCOUNTER THE SAME ISSUE EVERY DAY COMING HOME FROM PHILLY, CONSTANT LANE CLOSEURES, SPEED REDUCTIONS I TRAVEL IN THE EARLY AFTERNOON. NO WEIGHT RESTRICTIONS, TRUCKS KEEP TEARING UP THE BUMPY LANES EVEN MORE. IN THE MORNING ITS A FREE FOR ALL COMING OUT OF THE TOLLS CAUSE THERES NO LANE STRPIES TO GUIDE YOU, ITS AS BAD A S THE BEN FRANKLIN AS FAR LANES ARE CONCERNED. A LOT PEOPLE RIDE IN THE LANES THAT ARE CLOSED (RED BOX) AND GET AWAY WITH IT. AND THE TIMING COULD BE ANY WORSE, WITH THE PRICE OF GAS AND YOU WANT TO INCREASE THE TOLL EACH YEAR WITH COST OF LIVING THATS ASKING ALOT. FREQUENT USERS SHOULD THEN GET A BIGGER DISCOUNT. I CANNOT TAKE PATCO I WORK WAY TO EARLY THIS IS WHY THE AVERAGE AMERICAN CANT MAKE ENDS MEET CAUSE SOMETHING IS ALWAYS BEING INCREASED. THANK YOU FOR YOUR TIME AND I DO!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 3:08 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I attended the July 22 DRPA Rutgers/campus toll raise public hearing meeting. I am on record that as a senior I am in disfavor of the proposals to restrict senior travel hours and crossings. Having stated this, however, I do realize that there can be abuses of the use of senior tickets by commercial companies, utilizing senior drivers to drive their company vehicles, use a senior ticket and avoid the regular full fare toll. For example, auto parts cars, couriers, florist deliverers, vans. But your present proposal which would certainly restrict them would also affect us non-abusers. The remedy maybe would be remedied or constricted hopefully when or if a senior non transferable easy-pass can be developed and assigned to one private non-commercial vehicle only

**Sent:** Wednesday, July 23, 2008 10:40 AM  
**To:** Comments  
**Subject:** Proposed increase in tolls for senior citizens

To Whom It May Concern:

I will testfying at tonight's DRPA hearing in opposition to the proposed increase in senior citizen tolls and the restrictions on the use of the discount.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 2:19 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I have been riding PATCO on a regular basis since 1980. Given the price of gas these days, I would like to know why you are not receiving any subsidies from state and Federal government. Our wallets are being squeezed enough in todays economy. We do not need someone else demanding more money from us. Whatever happened to the proposed expansion of the PATCO line to the outlying areas like Deptford and Atco? The last I heard you were allowing towns to tell you that you could not run trains thru thier community. You should be able to tell them we are coming thru whether they like it or not. After all, public transit is for everyone and the people who need it most should have it without having to pay a kings ransom to use it. I might be willing to accept a small fare increase if service were to be expanded. I also think the government should be lending a helping hand considering that the cost of getting to and from work is getting ridiculous.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Wednesday, July 23, 2008 9:40 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

This is extraordinarily unfair to working-class New Jersey residents, who rely on the bridges and PATCO as transit to get to our jobs in Philadelphia. We will have to shoulder the proposed revenue collection almost entirely, while Pennsylvanians will notice an occasional blip when they head down the shore. New Jersey's workforce contributes massively to the economic strength of Philadelphia, not to mention the fact that we contribute to the city's operations through wage taxes. That is as it should be. We benefit from working and playing in Philadelphia, but we also contribute significantly to the city's economy. That's what living in a bi-state region is all about. You need to find a way to spread this burden more fairly across both states. Perhaps the increases should be on weekends only, when people are primarily using the bridges and PATCO for discretionary leisure, not for their economic livelihood. Thank you for listening.

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**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Sunday, July 20, 2008 5:51 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

as a senior who uses the system, I find that the care given at certain stations such as ferry station and walter-rand are not treated the same. The escalators at both these stations stay out of service quite often. When you report them, as I have done, I am told an independant repair company has the report and it will be taken care of. I reported the ferry station over a period of three days this month and each time I was told it would be taken care of; it took 8 days. Climbing these steps is not good for disabled people. The cars are not handicapped assible;have you checked to see the space alloted on a train for the hanicapped? The restroom at lindenwold station is closed on the week-ends and it needs to be opened. The people hired to help people are a joke and are not very helpful or clean in appearande. As a senior I tried to apply for a job as I have been riding patco for many years,over 30, and know how to tell people how to get where they are going. I have been doing it for free for many years. You also limit us seniors to certain times of the day to ride at reduced rates. Remember, in todays world doctors offices and social services are not sheduled around patco's schedule so we should not be limited to certain hours to ride the train. Personally raising the reduced fare to \$.75 is not unfair also jersey to jersey travel raised to \$1.45 is ok but to raise the jersey to pa fare is not fair, many people work in pa and should not be subjected to an increase. At the stations where parking is not free, charge \$.25.

**Sent:** Wednesday, July 23, 2008 12:47 PM

**To:** Comments

**Subject:** The outrageous toll increase

This is just outrageous to raise tolls like this. It is very damaging to working people and seniors who need to cross the bridge,  
Cost of living increase!!!!!! That is crazy. Who's pocket is this going into?

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 6:03 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I currently ride PATCO to and from the Lindenwold train station to my job in Philadelphia. I consider PATCO the best transit agency in the area. The company that I work for is trying to keep expenses down in this economy and therefore cost of living raises are not as forthcoming as DRPA is proposing in the fee increase plan. We also pay for part of our healthcare costs through our employer. My aunt who is a senior citizen uses the Walt Whitman Bridge to and from NJ to help take care of my mother (her sister) whose health is poor. The discount in the fare is beneficial to her costs as a driver on a fixed income with the cost of everything going up. I am very dismayed that along with the fee increases that DRPA is proposing, the potential for cost of living increases every two years after 2010 is also on the table. The cost of living increases for senior citizens living on fixed incomes are small at best and usually are eaten up with an increase in health care costs. DRPA is also proposing going to EZ PASS for the senior citizen discount program, however in order to use the EZ-PASS system you must have it loaded from a credit card, which if the bill is not entirely paid off the person will be charged interest to carry the balance therefore increasing the toll to travel across the bridge even more. I am sure there are some seniors that do not even have credit cards and would therefore no longer be able to avail themselves of the discounted service. I feel that DRPA should reconsider at least the automatic cost of living increases going forward. They should definitely reconsider forcing senior's to go to EZ-PASS to receive the discount. If we must pay, fare increases on PATCO for September of this year and again next year, I think that the board of DRPA must not only assure the riding and driving public that on-going funds will only be used for capital improvements, they should also amend the charter that their own positions would be in jeopardy if they go back on their word regarding usage of the funds in any projects that do not have a direct effect on the transportation network. for example soccer stadiums, museums, etc. Since

7/28/2008

the riding and driving public pays for the "privilege" of using the system and the bridges, we should at least have a say as to how the funds will be used. The funds that were used to help pay for "projects" such as the stadiums is essentially "WATER UNDER THE BRIDGE" there is no way to recoup the funds, therefore going forward I think that DRPA should be much more fiscally responsible with the funds that have come from the pockets of the public who has been and continues to be squeezed financially in this economic environment.

**Sent:** Wednesday, July 23, 2008 7:25 AM  
**To:** info@lists.drpa.org  
**Subject:** Toll Hike

No matter what the toll will go up. Hearing is only a smoke screen. Why wait till 2010 to for 5 dollars toll. Do it now. Start the 5 dollars toll now. I hate going to a surgery twice. Double pain. One pain is enough.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 9:36 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Shame on the DRPA for announcing a 2pm "proposed" toll hike press conference, yet not even posting this information on your website. Are you afraid? Of course not, after all who is going to stop you: Camden County Freeholders, nope; Congressman Andrews, nope; Gov's of NJ and PA, nope; Mayor of Phila or Camden, nope.... Please tell me, tell the region why anyone must pay to go over the bridge? We already suffer from the highest property taxes, insurance costs, cost of living, utility costs, etc, and now you want to charge me \$5 to go over the bridge to visit my Aunt, go to a ball game or grab a cheese steak? Don't you realize the toll actually decreasing ridership? Don't you realize the toll is a penalty for living here? Don't you realize the toll alters behaviors and REDUCES the connection to commerce on both sides of the bridge? Don't you realize the toll is akin to a WALL that separates and divides us? Don't you realize the toll decreasing economic development? Don't you realize you are taking MY MONEY? Let me ask you, what are the salaries, expenses and travel costs of the DRPA? Have they gone down? Why not cut back like other publicly held companies? Wait, I know, because you have the political power and the ability to do what ever you wish on the people of this region, after all I ask again, who is going to stop you? The DRPA actually hurts a lot more than it helps----There are probably lots of really good, well meaning folks who work at the DRPA, but the fact is the DPRA has a culture of political will because of single party rule, as a result, directly or indirectly your actions reflect this thinking of: you can do anything. If you truly want to raise revenue, lower the toll. If you truly want to reduce debt, look for internal ways to trim your expenses. For starters, your salaries and the number of employees are on the high side. I reject the toll hike, and I reject the premise of the need for a toll hike, and I reject the fact this is a "proposed toll hike".....You are going to bear down and suck it up over the next several weeks, but your decision is already made.... Again, shame on you.....

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 9:35 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear DRPA, I do not accept the premise of the inflation chart you provided to the Phila Inquirer for the 11 July article about raising your fares. Your chart is inaccurate, misleading and fails to address the reasoning for raising rates. The fact, for example and according to your chart, in 1953 a roundtrip cost .50 cents, with a 2008 equivalent costing \$4.06. Using your ratio numbers, the average cost of gas in 1953 was .22 cents per gallon, with a 2008 equivalent of \$1.81. But as you know, gas today is somewhere between \$4.00 and \$4.75 per gallon. Based on your own figures then, the DRPA has a very long history of overcharging for tolls. Or are you saying the cost of the bridge was about twice as much as a gallon of gas therefore you ought to be able to charge about \$8 for a toll charge? It seems that is what you are proposing. The fact is your proposal is wrong, and the DRPA is completely out of control. According to the Phila Inquirer article, you are taking in about \$238 million dollars and have about \$200 million in capital improvements each of the next five years. That leaves about \$38 million a year in 'profits'; why on earth would it cost \$38 million dollars a year just to run the DRPA??? Could it be bloated staff, salaries, perks and expenses? Your numbers and the proposed toll hike smells to high heaven!

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 9:39 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Funny how NJ and PA are controlled by Democrats, the very people who claim to help us lower and middle income people. The CEO of a company, a teacher and/or politically connected person really doesn't care nor post....Those struggling day to day are the ones that are hurt the most.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 10:48 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Make no mistake the 50 people tonight represent ten of thousands....How can we possibly make it, after all somebody has to work to pay your high salaries, bloated spending and political activities. I find it hard to believe the DRPA can actually exist in America.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 11:09 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Where is Lou Greenwald this time around? You must have gotten to him too. Amazing how the DRPA was able to tape the mouth of a local elected official.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 9:37 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

What I do not understand is we have no voice; I feel like we live in Russia!! Tolls kill our local economy---it is my money and you are taking it from me!!!

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 7:10 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The proposed bridge toll and PATCO fare hikes are inevitable. I won't waste my time telling you how we DRPA users feel. You know how we feel and you have known it for years. I am not holding my breath that the DRPA will finally stop squandering money on economic development projects, this requirement needs to be set forth in the DRPA's charter. Since the proposed toll hikes will occur regardless of how many people complain about it, I want to ask one favor. Please open up all the toll lanes on your bridges to EZ-Pass users and add one more EZ-Pass only lane on each bridge. I am tired of having to swerve across several lanes of traffic to get to an EZ-Pass lane on the Ben Franklin Bridge driving west on route 30. In heavy traffic; swerving across lanes of traffic is unsafe. The Tacony Palmyra bridge allows EZ-Pass users to go through any toll booth, as does most of the tolls going into New York City, so why not DRPA bridges, as well?

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 1:25 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

How can you say there was no toll increase in 8 years. My ezipass discount was phased out a couple years ago. Also DRPA invoked a \$1 per month service fee for ezipass users at the same time. These two actions are a toll increase. You should look for payback from revenues on all those so-called development projects and also not misappropriate bridge tolls to fund Patco. Let Patco riders pay their own costs. Get back the money from those community development projects and leave the tolls alone. I personally will cancel my ezipass account if you do away with the ezipass discount because I am already paying \$1 extra per month on top of my tolls which have no discount.

**Name:**

**Email:**

7/28/2008

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 11:10 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I have a crazy idea, especially for the United States----let the public vote....Crazy idea I know; maybe one day while have democracy in this region.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 7:50 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Why is there always police idling at the bases of every bridge? What do they do all day? Why do we need 5-7 police cars parked at every bridge on top of that. So you need a cruiser to cross wide loads. Not 20. There's one way to save money. 85 Police officers for 4 Bridges? My own neighborhood doesn't have 20 cops. And don't say "terrorists" because they aren't going to catch anyone sitting in a cruiser with the interior lights on at the base of the Betsy Ross reading the newspaper with the AC running.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 21, 2008 5:44 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

PAY THE POLICE OFFICER'S WHAT THEY DESERVE,JUST AS THE POLICE OFFICER'S THAT WORK IN CAMDEN GET PAID, AND SURROUNDING TOWNS! FOR YEARS THE DRPA HAS GIVEN IT'S MONEY AWAY AND NOT TAKEN CARE OF IT'S EMPLOYEES, ESPECIALLY THE POLICE DEPARTMENT. ALL THE EMPLOYEES HAVE LOW MORALE, TO KEEP THE PUBLIC HAPPY AND SAFE TAKE CARE OF YOUR EMPLOYEES BESIDES IF YOU CAN'T TAKE CARE OF YOUR EMPLOYEES, HOW CAN IT BE THAT YOU CARE/OR TAKE THE PUBLIC'S INTERESTS OR SAFETY SERIOUS!!

**Sent:** Monday, July 21, 2008 4:06 PM  
**To:** Comments  
**Subject:** RE: Out of Office AutoReply: Toll Increases

Make sure the Go FV<K Yourselves gets into the public record also.

---

Subject: Out of Office AutoReply: Toll Increases  
Date: Mon, 21 Jul 2008 16:04:59 -0400  
From: comments@drpa.org

Thank you for submitting your comment. It will now become a part of the Public Record.

---

**Sent:** Sunday, July 20, 2008 10:48 AM  
**To:** cpedit@courierpostonline.com  
**Subject:** "DRPA touts efficiency to sell toll hike plan"

The accompanying photo showing the three DRPA officials says it all regarding DRPA "efficiency": a plush office, leather chairs, and of course expensive, wasteful, environment-clogging, tax-payer funded, bottles of water for the hard-at-work sweat-drenched "laborers". And, of course, contrite expressions. Give us a break!

The DRPA, like most all other government run agencies, cannot be trusted to spend our money wisely. The DRPA culture is corrupt and its main purpose is to provide an money conduit outlet for politically connected lawyers, ousted politicians, consultants and causes. Funding for a soccer stadium in Chester, Pa and a Jewish History museum? How can anyone justify these as anything to do with managing a river port authority?

If Mr. Matheussen is serious, he can begin by announcing significant personnel, salary, and benefit cuts for the existing staff as part of a turnaround plan, as any viable business would be forced to do. If we don't demand these actions to accompany ANY toll increases, we deserve to be taken.

**Sent:** Monday, July 21, 2008 10:45 AM  
**To:** Comments  
**Subject:** price hike

Dear Mr. Matheussen:

How about if we make the governors who appointed their cronies to these positions pay the debt that now hangs like an albatross on the collective necks of us taxpayers? And how much credence should we put in your promise not to support development projects? To raise taxes on the long suffering, over taxed drivers is an outrage. Recent history offers little hope for us citizens that NJ politicians and their hacks will ever in my lifetime choose to do what's good for the state.

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**Sent:** Saturday, July 12, 2008 1:18 AM

**To:** Comments

**Subject:** no increase

Are you people crazy ... I remember when I was young and the toll was 50 cents that there was supposed to be a toll reduction after the construction was paid off and the bridge would go into a maintenance mode. Pay the toll takes less and decrease the executive salary even more. What is wrong with you people ... wow.. fire the who gang.

**Sent:** Saturday, July 12, 2008 1:19 AM  
**To:** Comments  
**Subject:** Re: Out of Office AutoReply: no increase

WHAT SHOULD BE IN THE PUBLIC RECORD IS THE FIRING OF THE BOARD OF DIRECTORS TOO!

In a message dated 7/12/2008 1:18:13 A.M. Eastern Daylight Time, comments@drpa.org writes:

| Thank you for submitting your comment. It will now become a part of the Public Record.

**Sent:** Thursday, July 10, 2008 6:12 PM  
**To:** info@lists.drpa.org  
**Subject:** I am very disappointed in the DRPA

Hello

With all the money you have given away and now you want to increase the price we pay daily to cross a bridge. Shame on you. I am hoping someone gets fired. I will be looking into it. i believe there has been a miss use of funds and someone should check into this. I am forwarding this request to the Mayor of Philadelphia.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Friday, July 11, 2008 6:03 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I think it is ridiculous that the DRPA is raising tolls. Mr. Matheussen's Comments: about stopping to give away money for economic development at the same time of announcing toll increases is crazy. Using this logic would he ask for raises in employees salaries if they told him they needed the money because they were giving away too much of the money they have. I think he would laugh at them. Yet that is what he is asking the commuters to do is pay more money because of the authorities bad financial management. They should be forced to be accountable for every penny they spend before they can ask for more. Oh wait a minute I am talking about a quasi-governmental politically connected agency that has a picture of the worst governors ever to serve in this country on its web page.

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**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 15, 2008 11:40 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Everytime you turn around anymore, prices are going up. Keep it up and everyone's going to have to try for some sort of public assistance! Everything is on the rise, gas, food, postage, etc...what do you expect from us! Your yearly raise doesn't even cover the rise in prices on everything. It's ridiculous!

**Name:**

**Email:**

**Sent:** Friday, July 11, 2008 7:42 AM

**To:** info@lists.drpa.org

**Subject:** Fire DRPA CEO

Your CEO Matheuson should be fired!!!!!!!!!! He is squandering the money that is meant for bridge upgrades/repairs/security to upgrade community projects, the waterfronts and for the free tolls that are granted to all of his employees and himself. I work in healthcare and still have to pay for my health benefits – they are not free so why should he and his employees get free tolls. He, Corzine and Rendell and any other politician that supports this corruption should be held accountable for mismanagement of funds and investigated. They started EZ Pass so they could lay toll workers off to reduce costs and they squandered that money also!! Unfortunately I can't take the time off to attend hearings because I have to make money to pay the tolls. When the tolls go up in September, I will cancel my EZ Pass and pay my tolls everyday in pennies and I am sending this to my email address and a copy to Fox 29 News so I can pass this email throughout the internet so the idea catches on.

Thanks for all the great leadership!!!!!!!!!!

**Sent:** Wednesday, July 16, 2008 1:38 AM

**To:** Comments

**Subject:** Toll Increase provide no consideration on the Peoples' voice

Dear DRPA,

Who reads the public record and where is it posted? With respect to the toll raise, what is your methodology in deciding "if" you will raise the tolls? If, for example, I have a 100 people sign a petition, does that do the trick? The fact is there is no milestone the public can reach, there is no threshold to achieve in order to reverse the "proposed" toll increase; heck we cannot even vote as a public if we want the toll increase!

Based on today's Phila Inquirer article(15 July), the DRPA's payroll is about \$50 million per year!!! Are you kidding me???? The senior administrators are ridiculously overpaid. The fiscal management of the DPRA is disgrace and it is a cesspool of mismanagement and unchecked spending. And why so many cops with such a hierarchy?

Again I ask you, does the will of the People even matter? Do we really even have a voice? I would like for the CEO and the board to announce the decision and method by which the voice of the People have an input. The fact is you cannot because We do not have a say.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 1:20 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I can see how you would need an increase in fares now. But to schedule an automatic increase every two years, no matter how the company or economy is doing, is ridiculous. I certainly don't get an automatic increase in my salary every year, no matter how good a job I do. It depends on many factors, and I think your increases should also be dependent on the times and not scheduled automatically.

**Sent:** Wednesday, July 23, 2008 7:59 PM

**To:** Comments

**Subject:** the least you could do

we all know your going to raise the price,the least you could do is wash the f&%\$#^ windows once in awhile . i have been riding the train for about three month now and the windows are disgusting.it looks like they havent been wash in forever

**Sent:** Wednesday, July 23, 2008 10:33 PM  
**To:** Comments  
**Subject:** Comment on proposed PATCO fare increases

Dear PATCO:

I am unable to attend either public hearing on the proposed bridge toll and PATCO fare increases and therefore ask that you accept this e-mail with my comments in opposition.

I am 62, live in Haddonfield and work in Center City Philadelphia and have been commuting there on PATCO since 1986.

In this time of skyrocketing oil prices, we want to encourage people to use mass transit – raising fares has the opposite effect. And how can you consider raising fares given the more than \$350 million spent on baseball and soccer stadiums and the like and the bloated payroll.

In the years I have been riding PATCO regularly, I have ridden mass transit systems in Boston, Washington, San Francisco, Berlin, Munich, Hamburg, Basel, Zurich, London, Paris and Stockholm, among others. PATCO is the worst of these. While the trains generally (but not always) run regularly, the quality of service overall is not what it is on these other systems. First, it took PATCO until 2008 to get into the 20<sup>th</sup> Century with the Freedom Card. There is always something breaking down – for a week one of two Freedom Card gates at a Haddonfield lot was out of service – causing back-ups. On other days without warning an escalator is not working – at Haddonfield there is no elevator and a disabled person needing an escalator would just be out of luck. PATCO cannot respond to an emergency. When there are delays, little or no information is given. On March 8 when the tracks in Camden were blocked, PATCO was ill-prepared to handle crowds of passengers on an early Saturday evening and literally left them stranded with no information or offer of assistance for several hours. The driver of the train I was on simply said passengers would have to find alternate transportation. Imagine being an out-of-town tourist not familiar with the city and having no idea where anything and having no one to call.

Before you drive people away from the trains with higher fares, I suggest you clean up your own act and improve service and spending to increase ridership.



**Sent:** Thursday, July 24, 2008 12:56 PM  
**To:** info@lists.drpa.org; Comments; contact@patconjexpansion.com  
**Cc:** pnussbaum@phillynews.com; septawatch@gmail.com  
**Subject:** Objections to Proposed Increases

I object to and oppose the proposed rate and toll hikes because DRPA has mismanaged and misspent many millions of dollars, and is sneaking-in the increases now and in the future.

- DRPA must have a binding promise from the governments of NJ, PA, Camden County and Philadelphia to never again take DRPA money for non-transit projects or economic development.
- DRPA must get back the misspent money – the millions spent on so-called economic development.
- DRPA foisted the rate increases in mid-summer, the prime vacation period, with only 6 to 8 weeks before the fares and tolls go up. DRPA must extend the timing for review and public comment and hold hearings where the commuters are – not in Camden or South Philadelphia.
- DRPA must drop the idea of so-called cost of living increases ("COLAs"). DRPA is improperly using COLAs as a means to sneak around public review of future increases by making the increases automatic. COLAs are inappropriate for rate increases. COLAs are meant to provide Social Security recipients and other pensioners with increased benefits to keep up with inflation. It is absurd for DRPA to jump on to the COLA idea as a means for stealth rate increases.
- As for PATCO top priority must be the complete overhaul or replacement of the decades old passenger cars. Top priority means doing this now, before other expenditures.

- Also as to PATCO, there is no need for paid Ambassadors who do nothing and add no value to the commuters. If these Ambassadors get paid then this was again a sneaky way to get money out of DRPA/PATCO.
- And another stealthy, sneaky move by PATCO was to change the fare collection system before increasing fares. This ends the buying of extra tickets before the rates go up.
- Also, DRPA must commit to leave parking lot fees as is – no increased costs to park.

**Sent:** Thursday, July 24, 2008 2:46 PM

**To:** Comments

**Cc:** estilwell@courierpostonline.com; letters@haddonfieldsun.com

**Subject:** Comments In Response to DRPA and PATCO Fare Increases

To: The Delaware River Port Authority

Please find attached in MS Word format my comments in response to the above-captioned matter.

Thank you in advance for your time and consideration.

**Sent:** Friday, July 11, 2008 1:11 PM  
**To:** Comments  
**Subject:** proposed toll hikes

After reading in the Courier Post about the proposed bridge toll hikes, I felt compelled to provide my feedback. As a person working in business, I understand that costs rise and sometimes there is a need to raise rates. However, I find it appalling that you propose to raise your rates \$1 each year over the next few years. That percentage does not seem to be justifiable. It is hard for commuters like me to accept such a large and more frequent increase especially when your agency's credibility has been called into question over the last several years. I am also a user of the EZ Pass system and believe the benefit for using this has diminished and will be totally erased under the new proposal. There is an adage in business about pricing yourself out of the market. The number of people using the bridges is down now and I can see that number shrinking dramatically if this proposal is instituted. I can assure you that I will have no choice but to seek an alternative. I work for a company that has locations in PA and NJ. I live in New Jersey. If your increases are allowed, I will pursue changing my work location to a NJ site.

7/28/2008

**Sent:** Thursday, July 10, 2008 3:07 PM  
**To:** Comments  
**Subject:** Shame on You:::Proposed Toll Hike

Shame on the DRPA for announcing a 2pm "proposed" toll hike press conference, yet not even posting this information on your website. Are you afraid? Of course not, after all who is going to stop you: Camden County Freeholders, nope; Congressman Andrews, nope; Gov's of NJ and PA, nope; Mayor of Phila or Camden, nope....

Please tell me, tell the region why anyone must pay to go over the bridge? We already suffer from the highest property taxes, insurance costs, cost of living, utility costs, etc, and now you want to charge me \$5 to go over the bridge to visit my Aunt, go to a ball game or grab a cheese steak?

Don't you realize the toll actually decreasing ridership? Don't you realize the toll is a penalty for living here? Don't you realize the toll alters behaviors and REDUCES the connection to commerce on both sides of the bridge? Don't you realize the toll is akin to a WALL that separates and divides us? Don't you realize the toll decreasing economic development? Don't you realize you are taking MY MONEY?

Let me ask you, what are the salaries, expenses and travel costs of the DRPA? Have they gone down? Why not cut back like other publicly held companies? Wait, I know, because you have the political power and the ability to do what ever you wish on the people of this region, after all I ask again, who is going to stop you?

The DRPA actually hurts a lot more than it helps----There are probably lots of really good, well meaning folks who work at the DRPA, but the fact is the DPRA has a culture of political will because of single party rule, as a result, directly or indirectly your actions reflect this thinking of: you can do anything.

If you truly want to raise revenue, lower the toll. If you truly want to reduce debt, look for internal ways to trim your expenses. For starters, your salaries and the number of employees are on the high side.

I reject the toll hike, and I reject the premise of the need for a toll hike, and I reject the fact this is a "proposed toll hike".....You are going to bear down and suck it up over the next several weeks, but your decision is already

7/28/2008

made....

Again, shame on you.....

Sent: Friday, July 11, 2008 10:53 AM

To: info@lists.drpa.org

Subject: Please Consider the Poor and the Under-Represented Commuters

To Whom It May Concern:

Please consider the poor under-represented commuter when you assess the needs to raise fares. Although I don't often go in to Philadelphia, I was very touched by a working mother who was interviewed on television last night. Already having a budget that was stretched out, she sadly said that in order to get to work she would have to find ways to further stretch out her money for her family once you raise the tolls and PATCO fares.

Sent: Friday, July 11, 2008 10:53 AM

To: info@lists.drpa.org

Subject: Please Consider the Poor and the Under-Represented Commuters

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Please consider the poor under-represented commuter when you assess the needs to raise fares. Although I don't often go in to Philadelphia, I was very touched by a working mother who was interviewed on television last night. Already having a budget that was stretched out, she sadly said that in order to get to work she would have to find ways to further stretch out her money for her family once you raise the tolls and PATCO fares.

Sent: Tuesday, July 15, 2008 7:59 AM  
To: info@lists.drpa.org  
Subject: toll increases

to whom it may concern,

i am completely outraged at the proposed toll hikes, if i wasn't going away next week i would be at the public meetings. i take the walt whitman bridge everyday for work. i work at the Hospital of the University of Pennsylvania and i love my job, however, you are making it very difficult. i don't understand why you would phase out the commuter discounts, this is wrong on every level. why not charge the other commuters and give the daily commuters a break. it's not enough that gas has gone through the roof, why not stick the knife in deeper and twist.

the money that the port authority gives away is truly amazing. i would also love to know the salaries for the top officials.

this whole thing is a complete mess. i can't figure out where all that money goes!!!!!!!!!!

Sent: Wednesday, July 16, 2008 5:56 PM  
To: Comments  
Subject: Comments for upcoming hearings

I am a NJ resident that works in PA. I'm concerned how the rate increase will affect my earnings. I already spend over \$700 a year on tolls and the increase will bring that up to \$960 plus or minus a few dollars. Also there is no mention of motorcycle fares. I'm sure my motorcycle would qualify for the green discount if there were a category for it. Thanks for your time,

**Sent:** Thursday, July 10, 2008 7:37 PM  
**To:** Comments  
**Subject:** Commuter discounts epass'

I think if you take way these discounts, I would not want to prepay and use the epass. I would rather wait in line and make YOU higher more employees. I think the DRPA is being short sighted when it comes to the epass. This is a way to reduce your costs (labor and benefits).

**Sent:** Thursday, July 10, 2008 9:05 PM  
**To:** Comments  
**Subject:** Proposed Toll Hike

I think it is an absolute disgrace that tolls are being raised in this tough economic time. I travel the bridges almost everyday and will hold all the public officials accountable for this tax on people are hurting.

Again the people pay for the horrible management of another agency.

What a joke!

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Friday, July 11, 2008 1:28 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I work in NJ and live in PA. It's bad enough I'm paying over \$4 per gallon of gasoline, now I can pay another \$40 per month to cross the Commodore Barry Bridge come September 2008. Where does the greed and corruption end? The construction on that bridge is a daily nightmare and now I get to pay more for that priveledge? I'm looking for a job in PA or DE because this increase in bridge tolls shows the state of NJ has no respect for the people that come here to work everyday.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Friday, July 11, 2008 1:28 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

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Sent: Tuesday, July 15, 2008 10:26 AM  
To: Comments  
Subject: Fare Increase

The reason why there are a lot more commuters on the train is because of the gas price increases, hence were trying to avoid spending money on gas. Patco increasing fares to ride a train makes no sense. Seems your taking advantage of riders because you know they'll turn to public transportation to avoid high fuel prices. Its costs me 5\$ a day five days a week to go to philadelphia on patco. Then an additional 2.70\$ for bus fare, after all of that I may a well drive to philadelphia, park my car somewhere parking is free and save the 3\$ I'm spending on public transportation all together. the company is only raising prices to off set the cost for the improvement patco is making to the stations. Smh. My job is to bring you the things™

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Monday, July 21, 2008 8:53 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I have already cut way back on my bridge crossings and will cut back even further if the bridge tolls go into effect. The whole bunch of you should be fired for mishandling our toll money in the past. I know you say that you will not use any of the new money for other projects but the you only say the new money from the toll hikes. How about the the money that has not yet been spent on other projects. If the DRPA needs money so bad why not use that money for the bridges? Our money should only be used for the bridge maintenance and the other projects should be funded by the individual states money from taxes. How can you justify raising tolls by so much, it is much more than the inflation rate? Perhaps a big part goes to pay your exorbitant salaries that you apparently get for doing nothing.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 21, 2008 7:35 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I live and work in South Philadelphia. I often visit New Jersey and patronize businesses there, and many of the customers at my job are New Jersey residents. With the proposed toll increase in addition to record high gas prices, I simply will not be traveling to New Jersey anymore. I fear that my customers from New Jersey will feel the same about coming to PA. I think that in the long run, you will lose tolls because people simply can't or won't pay that much to travel, and the local economy will suffer as well. Please do not increase the bridge tolls.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 5:30 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Delaware River Port Authority Camden, NJ Attn: Corporate Communications James A Turner, Inc. is a third generation small trucking business that contributes in our small part to bridge & roadway maintenance. We offer dry & liquid bulk products that help build & maintain roads & bridges. We are a small part of a large process, but we entail a large bulk of the costs associated with the DRPA because of the amount of times we cross the bridge to deliver materials (Sand, Stone, Fuel). We have 9 trucks & if the increases go through it will cost our company around \$ 1,000.00/month & in a slow economy, outrageous fuel increases, & other cost pressures (healthcare, low emission trucks, etc,) that may be the profit for a truck in a month. We feel this is not the right time for the increase in addition to eliminating the commercial discount. Trucks are a smaller percentage of the volume & are charged the highest price per axle. We understand costs are up & improvements need to be made, but losing a discount & getting a toll increase at the same time will increase our bridge toll costs 49%. We are at a time in the trucking industry where competition is high because the economy is slow & other factors like fuel & equipment costs are devastating the industry. In order to survive as a business we have to update equipment & the new trucks being built cost more because of emission technology & use more fuel, which has increased 80% in the past year. So trucks cost more & use more fuel which is around \$5.00/gallon. In my honest opinion an increase of \$1.00 per axle is manageable without the elimination of the commercial discount. The discount is a prepaid convenience & rewards businesses that can manage their finances. The rate increase should be the same for all vehicles because of the volume discrepancies between cars, trucks, & buses. As a business in this current economy we strive to find ways to reduce costs to operate because we are not getting revenue increases that match with the increased costs that are happening currently, so we just ask that the DRPA considers the same thinking in their day-to-day operation during a slow

7/28/2008

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**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 5:30 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Delaware River Port Authority Camden, NJ Attn: Corporate Communications James A Turner, Inc. is a third generation small trucking business that contributes in our small part to bridge & roadway maintenance. We offer dry & liquid bulk products that help build & maintain roads & bridges. We are a small part of a large process, but we entail a large bulk of the costs associated with the DRPA because of the amount of times we cross the bridge to deliver materials (Sand, Stone, Fuel). We have 9 trucks & if the increases go through it will cost our company around \$ 1,000.00/month & in a slow economy, outrageous fuel increases, & other cost pressures (healthcare, low emission trucks, etc.) that may be the profit for a truck in a month. We feel this is not the right time for the increase in addition to eliminating the commercial discount. Trucks are a smaller percentage of the volume & are charged the highest price per axle. We understand costs are up & improvements need to be made, but losing a discount & getting a toll increase at the same time will increase our bridge toll costs 49%. We are at a time in the trucking industry where competition is high because the economy is slow & other factors like fuel & equipment costs are devastating the industry. In order to survive as a business we have to update equipment & the new trucks being built cost more because of emission technology & use more fuel, which has increased 80% in the past year. So trucks cost more & use more fuel which is around \$5.00/gallon. In my honest opinion an increase of \$1.00 per axle is manageable without the elimination of the commercial discount. The discount is a prepaid convenience & rewards businesses that can manage their finances. The rate increase should be the same for all vehicles because of the volume discrepancies between cars, trucks, & buses. As a business in this current economy we strive to find ways to reduce costs to operate because we are not getting revenue increases that match with the increased costs that are happening currently, so we just ask that the DRPA considers the same thinking in their day-to-day operation during a slow

economy. Just raising the rates is not always the answer. In my own opinion the cost increases are catching up in the long-run & hurting everyone from business to consumers to government. Thank you for the opportunity, consideration & the time taken to listen to our views on the situation at hand. It does mean a lot to be heard because we cannot even try to change or even be heard on some other cost areas like the price of a barrel of oil. Thank You,

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 10, 2008 5:52 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I would like to state my outrage for the proposed toll hike increases on DRPA bridges. With the large increase in fuel prices, a raise in toll hikes would be severely felt by local people traveling to and from work every day. With the economy suffering as it is, this is the worst time to raise toll hikes as it would negatively and severely impact New Jersey and Pennsylvania residents.

**Sent:** Tuesday, July 15, 2008 10:01 PM  
**To:** Comments  
**Subject:** toll increases

I'm outraged over these toll increases including doing away with the commuter discount. People like me have to cross the bridge every day to go to work. Why is the burden have to be on the commuters? I'm sure after the public hearings and your committee looking into the news cameras and telling the public how much you understand our economic hardships your committee will stick with your unfair toll increases, and after the smoke clears on that then I'm sure your committee will vote themselves a nice hefty pay raise with increase to your pensions and health care benefits all on our backs. good job drpa representatives!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 4:45 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

This is a terrible idea. I am someone that commutes from Delaware County to South Jersey everyday. The cost of gas has already put a serious dent in my pocket. This is an 80% increase and not something that everyday commuters should have to take the hit on. If there are repairs that need to be completed, extra efforts should be made to receive state, local and government funding on. \$1/day is enough to make me start looking for a new job in my own state and cross over the bridge only when necessary.

**Sent:** Wednesday, July 23, 2008 9:07 AM  
**To:** Comments  
**Subject:** Toll Hikes

I agree with the comments made by my fellow commuters at Tuesday night's meeting. I am sure more of the same will be voiced at tonight's meeting. I did not and will not get this percentage of increase in my salary. Since I and my fellow commuters are already dealing with the inflating cost of fuel, groceries, etc, this increase is another slap in the face. Since so little notice was sent regarding the meetings about the fare and toll hikes, I have to assume it is because they really will not have any influence on the decision. The decision has already been made.

**Sent:** Thursday, July 10, 2008 11:56 PM  
**To:** Comments  
**Subject:**

Why are the commuters always the ones to get hurt? We use the bridges daily for work. We represent, according to you, two thirds of the toll users. We get the delays when you do repairs during rush hours, you shut us down to one or two lanes to phila.. Millions of poeple from Penna and beyond go to the jersey shore every week why not raise their fares? Why not raise the fares of the multi axel vehicles that clog lanes all the time. The plethora of buses for casino gamblers that tailgate us on every bridge, why not raise their fares. I have been commuting for 30 yrs I am a on call 24/7 radio engineer I can't take public transportation to work from South Jersey to Bala Cynwyd each day sometimes weekends and holidays. The commuter discount is a big saver for me. Why do we have to pay for the all of the previous mistakes of this bridge commission. And why do we need to add decorative lighting to the Walt Whitman bridge. Whitman himself probably would laugh and think that to be foolish considering the economic suffering in this economy. I plan to be at the Rutgers session

Angry New Jerseyite

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 9:02 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I think it is absolutely abhorrant that you are even contemplating bridge toll and fare hikes. The administration did more then misappropriate the funds, they were downright stolen. Why doesn't the board not take pay increases or bonuses. I didn't see salaries listed any where in any of the documents or published in any of the newspapers. This proposal is a crime against the public and the board should be treated as criminals. The financial impact will be detrimental to all of South Jersey, including the shore. In a state already beseiged by corrupt government and extreme financial hardship, including the decline of revenue at the casinos, this hike will cause nothing but more loss of revenue to businesses and just line the pockets of the corrupt people running the show. Already in print is don't come to NJ. You can visit for free but have to pay through the nose to get out.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 21, 2008 4:00 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I think it is ridiculous to raise the tolls when you have allotted money in reserve for future projects that you are funding. What you are doing is making it extremely difficult for New Jersey residents to continue to work in Pennsylvania and vice versa. In this economy, people do not have a choice where they work and the pay is already cut because of diminished overtime and not to mention the gas prices. You are going to force people to find work where they live to a point to where you could end up losing in the end. I just think that \$3.00 to cross a bridge should be more than enough money if you manage it correctly... If you don't manage correctly, all the burden is put onto the public. Where is the accountability ? Does anyone lose there job for the mismanaging of the funds or is it just "Hey, we will just raise the tolls" and continue giving out 150,000.00 salaries and bonuses. It is "bleeping" ridiculous what you can get away with. In the end, all the pressure is put on to the working stiff blue collar men and women. Another 5 minutes of wasted time writing this comment to nobody who is listening.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Friday, July 11, 2008 1:03 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Please don't increase the toll on the Comm. Barry Bridge. The nearly 300 dollar increase per year resulting from my daily commute will cut into monies I save for medicine and food for my baby. We're living paycheck to paycheck and with gasoline, heat and electric on the rise, a toll could break our family. I know I'm not alone in my sentiment. Please think of the working poor, and their children. We cant afford this.

**Name:**

**Email:**

**Sent:** Monday, July 14, 2008 3:23 PM

**To:** Comments

**Subject:** Patco Rate hike

I'm in favor of the rate hike. I've been taking the Patco from Westmont to 15-16<sup>th</sup> / Locust for 5 years now and the price of my ticket has never gone up. We get excellent service, the trains are very frequent, and 99% on time. I'd rather have a well-funded program that continues this type of grade-A service than a cheaper service that doesn't deliver these conveniences. If that costs me an extra 25 cents a ride, then it's worth it to me.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Friday, July 18, 2008 10:00 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am not opposed to an increase in bridge fares. However, I do have a complaint about the way the fares are abused by your employees. For years (riding a motorcycle) I had been paying the same price charged for a car. On one occasion the toll attendant gave back \$1.00 stating that the motorcycle charge was less than a car. I proceeded to look up the tolls on the internet. From that point on I only offered \$2.00 for the toll. Prior to that I wonder what the attendant was doing with the extra \$1 they collected. This practice of accepting \$3.00 from a motorcycle continues to happen. Just last week several people riding with me handed the attendant \$3 and they were not offered \$1 back. They also did not register the payment on the processing screen while the rider was still in the area of the booth. I recently applied for EZPass in PA and I have a problem with the EZPass not offering the motorcycle rate on your bridges. Please consider this in your proposal for increasing rates. Thank you for your time.

**Name:**

**Email:**

**Sent:** Thursday, July 24, 2008 1:50 PM  
**To:** Comments  
**Subject:** Public comments regarding fare increases

I am a daily PATCO rider. Overall I don't have a problem with DRPA increasing fares, but I do believe that bridge tolls should bear the brunt of the increases as this would encourage increased utilization of PATCO. At the point when the transition from bridge travel to PATCO causes a shift in revenue - then increase PATCO fares accordingly.

Some additional/alternative revenue opportunities exist as follows;

Increase bridge crossing tolls by \$2.00 to \$5.00/ per trip in 2008. Increase to \$6.00/ trip in 2010.  
Increase to \$7.00/ trip in 2012.

Eliminate the plans for the "green" toll discount - DRPA already offers the best "green" transportation alternative - the PATCO High Speed Line. The cost to administer this discount must be considered. It would also be difficult to enforce.

Delay increasing PATCO fares until 9/09 - then increase by 10%.

Effective 9/08 increase paid parking at PATCO stations by \$1.00 to \$2.00.

Consider making all parking at stations paid with fees for outlying lots at \$1.00 and the closer - current paid lots increasing to \$2.00.

Require cabs that wait for passengers at PATCO stations to acquire a cab stand permit @ \$20.00 per vehicle per year. You could easily enforce this by installing a "Freedom" gate at the entrance to the "hack stand" and issuing cards to permit holders.

Investigate retail kiosk opportunities at the larger New Jersey stations - leasing would generate revenue.

Sell advertising space on trains - at present you are missing significant revenue opportunities.

Eliminate the "Ambassador Program" - its fluff plain and simple - what the riding public wants to see are uniformed police officers on the platforms and trains - not just in the parking lots.

Thank you for your consideration.

**Sent:** Thursday, July 10, 2008 9:59 PM

**To:** Comments

**Subject:** Toll Increases

A general comment about the fare increases proposed today:

I widely support a bridge toll hike to \$4.00 instead of \$3.00; however, I denounce the Patco Train Fare Hike. I currently take the bridge two times per week and take the train three times per week. Due to environmental issues and gas issues, I can see raising the bridge tolls. However, don't you feel that breaks should be given to Patco Riders? We are obeying the call of our leaders, our environmentalists, and our politicians. We are utilizing public transit at a time when our environment and our pocketbooks are feeling the pinch. A 10% Patco Fare Hike would cost the average daily commuter an extra \$10.00 per month. Even if you DO announce a 10% Patco Fare Hike....don't you think it would be wise to introduce a Patco Unlimited Monthly Card (example: \$75 per month) or a Patco Unlimited 7 day card (example: \$18 per week). This would encourage more people to use Patco, and although you may not make more in revenue from Patco, you would at LEAST break even, given the increased ridership. You would then also collect more tolls on bridges, likely creating a healthier DRPA.

When I lived in NYC, a Monthly Metrocard ran me \$78.00 and I believe that is still the price today. Running monthly or weekly deals for people who use the train often, are incentives for us to use public transit. I derived the proposed \$75 per month Patco Price from the NYC Price, minus \$3.00 for a far less complex system.

Thank You for Listening:

**Sent:** Monday, July 21, 2008 6:34 AM

**To:** Comments

**Subject:** I support the toll hike

Dear Commissioners:

I support the toll hike and would not have any problem with it being raised even higher for passenger vehicles if all of the additional revenue would be used to extend the Speedline down the Route 42 and 55 corridors. In these days of global warming and increasingly high gas prices, it makes no sense to drive into Philadelphia over the bridges. You have a jewel in the Speedline and it should be extended so the folks who farther away can appreciate its advantages. Of course, increase ridership would increase revenue too! Thank you for your attention to this letter.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Friday, July 11, 2008 8:26 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I have ridden the speed line daily for the last 4 years. I utilize my employer's tax deferred transportation benefit in doing so. The election of the amount of that benefit occurs at the end of each year and becomes effective at the start of the calendar year. While I appreciate the quality of the service you provide and don't question your need to raise fares, the proposed timing of the increase would create a disproportionate economic impact on me and other similarly situated riders who would lose the benefit of the federal tax subsidy on 20% of their transportation expense between the date that the increases take effect and the new year when we will be able to increase our tax benefit to reflect the new prices. This, of course, would also be true of bridge commuters as well. Upon these grounds I would urge that you not make any fare or toll increases effective before January of 2009 in order to allow us to increase our benefit amounts to reflect the new increases. Thank you for your time and consideration.

Sent: Thursday, July 24, 2008 12:21 AM  
To: Comments  
Subject: PATCO and Bridge Price Increase Proposal

Dear Sirs;

I wish to express my outrage at the proposed PATCO fare and Bridge toll increases. These increases appear to be necessitated not by the current operations but rather by a desire for capital improvements and a recent history of inappropriate and wasteful spending.

DRPA appears to have a history of spending money on projects unrelated to it's mission. In particular, I am referring to the Admiral Wilson Boulevard clean up and the Kimmel Center. According to what I have read

there is also a disturbing movement of millions in DRPA funds to redevelopment authorities. It may be a legal movement of funds but at the least this is a misappropriation of funds for projects outside the mission of the DRPA. At the worst this has the appearance of artificially making DRPA look impoverished and therefore justified in needing fare and toll increases.

Every work day while riding PATCO, I see the pillar bases just rising above the water of the Delaware river; a silent reminder of the failed aerial tram project.

As a New Jersey resident, I am well aware that many state construction projects (usually no bid contracts) are quid quo pro payments to those companies that support the election bids of the politically powerful. And frankly based on it's history, DRPA appears to be just another conduit for this type of chicanery.

So now you have a grand vision of billions in bridge and train improvements. Funded by significant fare and toll increases at a time of economic stress for many New Jersey and Pennsylvania commuters. Why now? It seems at the least you could wait until the economy improves. The bridges and train are working fine and operating without an overall financial loss. And frankly most of the recent "improvements" like the cement rail road tie project or "Freedom Card" toll system were more on the order of "gilding a lilly" than any real improvement for the transit customer.

Assuming that the new DRPA board is serious about operating in a manner consistent with the high ethical standards expected of a government body

that takes into account the needs of the citizens to which it owes its existence, I would expect a serious reconsideration of the timing and amount of the fare and toll increases. This would also include re-evaluating the merits and timing of the proposed bridge and train improvements.

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Sent: Wednesday, July 23, 2008 11:56 AM  
To: Comments  
Subject: Toll increases

I write in opposition to the proposed toll increases. I live in Moorestown and work in Philadelphia and commute over the Betsy Ross Bridge. The amount of money wasted on that bridge, with apparently hundreds of cones put up randomly for days and then taken down for no apparent purpose is appalling, as is the number of police officers who sit in cars at either end of the bridge and chat. There cannot be a need for so many police cars, and police officers who just ride from one end of the bridge to the other and then sit on either end. There cannot be so much crime on the bridge that you need so many officers, and so many crews putting up cones and taking them away while nothing is apparently done in the interim.

The DRPA spent toll money on things that it should not have spent it on like projects in Camden and Philadelphia. If you now need to raise money you should do what businesses do in tough times: CUT COSTS. There's plenty to cut, so just tighten your belts, reduce your payroll, and don't increase tolls. For the DPRA to have huge capital reserves while having a bloated staff and adding to the burden felt by commuters who can barely afford to put gas in their cars is outrageous.

If I could vote the current leadership out of office I would do so. In the meantime, I will find out what elected officials are responsible for the DRPA and voice my sentiments to them as well.

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Sent: Wednesday, July 23, 2008 8:28 AM  
To: info@lists.drpa.org  
Subject: bridge toll/ PATCO increase

I want to express my disagreement with your proposed increases. I have no trouble understanding the repair and upgrade costs you are facing with the bridges and PATCO. I ride PATCO daily and I agree, it is in desperate need. What makes me see red is that you have spent and continue to spend, millions of dollars on non bridge/PATCO projects. Essentially, you are using the tolls/fares like it was tax revenue yet you have no taxing authority. Your first priority is the bridges and PATCO. Spend your money (its really OUR money) on the bridges and PATCO. Keep saving money for future bridge/ PATCO work and stop spending money on "economic development projects". Your behavior is outrageous, unethical and probably illegal.

Sent: Wednesday, July 23, 2008 7:51 AM

To: Comments

Subject: Proposed Toll Increases

I absolutely oppose any increase in bridge tolls! You ignored the primary purpose for your existence and gave away millions to the detriment of bridge maintenance. Tighten your belt and suffer through the time it will take to get back on a sound fiscal base.

Sent: Monday, July 21, 2008 3:46 PM  
To: Comments  
Subject: unfair toll increase

YOU SAY YOU STILL HAVE MONIES EARMARKED FOR OTHER DEVELOPMENT PROJECTS-WELL JUST CANCEL THEM AND USE THE MONEY FOR THE BRIDGES. ALSO CUT YOUR SALARIES BY HALF AND STOP PADDING YOUR FRIENDS' BANK ACCOUNTS.  
ALSO WHY ADD FURTHER BURDENS TO AN ALREADY STRAPPED ECONOMY BY FORCING OUR SENIORS TO PAY MORE. YOUR TOLL TAKERS ARE ALREADY PAID 20% MORE THAN THEY ARE WORTH-MORE PATRONAGE JOBS.

SIGNED

A VERY UNHAPPY COMMUTER

Sent: Tuesday, July 22, 2008 4:52 PM  
To: Comments  
Subject: No to fare hikes!

For years DRPA has squandered tolls and fares on regional development instead of necessary bridge maintenance. I am bitter that riders and commuters are now expected to pay for these poor fiscal decisions. Vote no for higher fares or tolls!

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**Sent:** Friday, July 11, 2008 11:09 AM

**To:** Comments

**Subject:** Toll Increases

If the DRPA was more judicious in what they did with toll revenues, they would not need to increasing tolls. If they took the money they gave for a soccer stadium (\$10 million) in Chester, along with all the other money they have given out for "economic development projects" and either invested it or used it for the bridges, they would not be in the condition they are in now. The DRPA is not chartered to develop areas, their concern is the bridges. The folks in charge of the DRPA need to stop using toll revenues for their pet projects. What will a soccer stadium do to improve the DRPA??? Why has DRPA used \$300 million of toll revenues for projects NOT related to the bridges? I think that the commuters who use the bridges deserve answers! The DRPA holds commuters hostage by raising tolls since they know people have no choice but to pay the increase and it just is not fair. SO now not only will toll increase but the commuter discount will be reduced. I noticed no one reported that on the news.

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Sunday, July 13, 2008 1:49 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Where did the billions of dollars that you have been collecting all these years for bridge maintenance and repair go? Is this rate increase now going to build more sports stadiums and pet projects of the politicians! Shame on you!! The taxpayer gets hit twice with the same bill, as usual. I will avoid your bridges by taking the Delaware Memorial bridge to New Jersey. Thank you.

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**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 8:39 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The COO and board elected to inappropriately give away our toll money to their favorite projects and now decided they want us to pay more to cross the bridges. Why doesn't the board find a way to get those projects to give the money back, since they're money-producing, instead of piling it on the public again. Who can trust this COO and the board who went along with the give-away and now chooses to hit the bridge users again -- especially during this tough economic time?

**Name:**

**Email:**

**Sent:** Tuesday, July 22, 2008 10:56 AM  
**To:** Comments  
**Subject:** Toll Increase

Let's say my neighbor is installing a new kitchen and I decide to help him out by giving him \$10,000. and my other neighbor is putting in a pool and I give him \$5,000. Now I realize that I don't have enough money to pay my bills. I go to my boss and tell him I need a raise because I gave money away before I took care of my bills. You can guess what he says to me. The commuters pay their bridge tolls expecting the DRPA to take care of the bridges, not give the money away. Now you want a toll increase. It's too bad the commuters don't have the power their bosses do and say "NO!!!"



**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 10, 2008 10:13 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

So commuters need to pay more to cover the DRPA's cavalier spending in earlier years? Why do we have to pay for your mismanagement of funds? How many millions were spent (wasted?) on projects like the Kimmel Center, Lincoln Financial Field and the ever popular sky-tram to nowhere to name a few? And how many of the every day users of the bridges and PATCO actually go to those facilities? (Besides the sky-scram because you can't there from here.) In the meantime, the bridges have gone into disrepair. The PATCO cars are ancient with heating/AC which barely work, doors that partially open and ceilings that leak in the rain. Instead of raising fares, why doesn't the entire board resign and install new members who will do the work the DRPA should be doing and not pet projects. Enjoy your concerts at the Kimmel. I know I wont.

**Sent:** Friday, July 11, 2008 12:25 PM

**To:** Comments

**Subject:** Toll Increases

All of you are thieves and liars. You will be investigated and prosecuted for your criminal activities and gouging the public and misappropriation of funds.

Hard times are upon us and you are raising fees instead of lowering them to make life easier and taking cuts like the rest of us. Stop wasting our money. I don't care what your charter says, use any and all money for bridge maintenance, cut out jobs and graft.

**Sent:** Friday, July 11, 2008 5:08 PM  
**To:** Comments  
**Subject:** Raising Bridge Tolls

I am not privilege to all of the facts on the need to raise tolls to be able to do the necessary upgrades to the bridges but here are my comments.

\*Why aren't the tolls raised a smaller amount at a time more often so the effect is more gradual?  
Why wait until a 25% increase is necessary?

\* I was encouraged by the headline that read " DRPA Plans Program Cuts To Add Savings." I thought that meant that you were going to make cuts to some of YOUR programs; programs that cost money but are not directly related to the maintenance of the bridges; i.e advertising, dinners, SUPPORT OF NON BRIDGE RELATED PROGRAMS LIKE SOCCER STADIUMS, ETC.!!! BUT NO!!! You still have earmarked \$20 million for proposed economic development programs. Instead, you ou plan to make cuts to your customer programs like the discount programs. Why can't you feel some of the pain of an increase? If we thought you were sharing in some of the pain we could accept our pain a little better. (I'm sure you cross the bridges free.)

I doubt this email will get looked at because you'll be so inundated with emails that you'll probably just count them to gauge our reaction. Emails aren't going to change anything. If you really need the increase in tolls to maintain the bridges then it is inevitable. I go back to my first statement. Why wait so long that the increase has to be so big?



**Sent:** Saturday, July 12, 2008 7:50 PM  
**To:** Comments  
**Subject:** Outrageous

**There is only one word to describe the proposed increases in tolls; that word is outrageous!** Why must the average traveler/commuter pay for the corruption and misuse of funds masterminded by Fumo and Rendell, funds that were supposed to be designated for routine bridge maintenance? (In case you missed this documented fraud, refer to recent articles in the Phila. Inquirer.)

I think motorists in all states effected by these proposed increases should plan a protest by parking on the bridges on certain days and blocking access. This may be the only way a clear message of outrage can be registered.

Federal prosecution and conviction of Vince Fumo can't come soon enough!!

**Sent:** Friday, July 11, 2008 9:10 PM  
**To:** Comments  
**Cc:** pnussbaum@phillynews.com  
**Subject:** Phila Inquirer Chart 11 July 2008

Dear DRPA,

I do not accept the premise of the inflation chart you provided to the Phila Inquirer for the 11 July article about raising your fares.

Your chart is inaccurate, misleading and fails to address the reasoning for raising rates.

The fact, for example and according to your chart, in 1953 a roundtrip cost .50 cents, with a 2008 equivalent costing \$4.06.

Using your ratio numbers, the average cost of gas in 1953 was .22 cents per gallon, with a 2008 equivalent of \$1.81. But as you know, gas today is somewhere between \$4.00 and \$4.75 per gallon. Based on your own figures then, the DRPA has a very long history of overcharging for tolls. Or are you saying the cost of the bridge was about twice as much as a gallon of gas therefore you ought to be able to charge about \$8 for a toll charge? It seems that is what you are proposing.

The fact is your proposal is wrong, and the DRPA is completely out of control. According to the Phila Inquirer article, you are taking in about \$238 million dollars and have about \$200 million in capital improvements each of the next five years. That leaves about \$38 million a year in 'profits'; why on earth would it cost \$38 million dollars a year just to run the DRPA??? Could it be bloated staff, salaries, perks and expenses?

Your numbers and the proposed toll hike smells to high heaven!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 3:18 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

The toll proposal is absolutely unbelievable in lieu of the squandering, wasteful practices from the leadership with respect to revenue and debt obtained from the average hardworking commuter ( mostly from NJ overtaxed citizens). Debt should have never been allowed to occur in the first place. You never spend more than you have. Basic accounting principle. Publish the names of the leaders who were responsible for allowing the debt to occur. I saw the list of development funding. Who was responsible for this shameful, massive giveaway on both sides of the river, while a huge debt was accumulating so that the overtaxed new jersey driver is left holding the bag. Who was watching the store? Let's get some real accounting, business professionals here with degrees who are accountable to the people paying the bill. The DRPA house needs further tightening in order to "get the house in order". The workforce needs to be trimmed much further to reduce debt, cost, and future pension payments etc. Since Matheussen became CEO in 2003- the workforce has been trimmed 12% over that period. It needs to be more. The agency will have to do more with less- like all other Americans feeling the squeeze ( nurses, many fields) Publish the salaries of the employees and justify why DRPA pays 9-18% more, per employee than other toll-bridge agencies in the region. Why are they not paid competitive marketplace salaries? I think that the leaders of this agency should be voted in by the people who are footing the bill. It is another shameful chapter in the wasteful political book of the tri-state area.

**Sent:** Thursday, July 24, 2008 12:56 PM  
**To:** info@lists.drpa.org; Comments; contact@patconjexpansion.com  
**Cc:** pnussbaum@phillynews.com; septawatch@gmail.com  
**Subject:** Objections to Proposed Increases

I object to and oppose the proposed rate and toll hikes because DRPA has mismanaged and misspent many millions of dollars, and is sneaking-in the increases now and in the future.

- DRPA must have a binding promise from the governments of NJ, PA, Camden County and Philadelphia to never again take DRPA money for non-transit projects or economic development.
- DRPA must get back the misspent money – the millions spent on so-called economic development.
- DRPA foisted the rate increases in mid-summer, the prime vacation period, with only 6 to 8 weeks before the fares and tolls go up. DRPA must extend the timing for review and public comment and hold hearings where the commuters are – not in Camden or South Philadelphia.
- DRPA must drop the idea of so-called cost of living increases ("COLAs"). DRPA is improperly using COLAs as a means to sneak around public review of future increases by making the increases automatic. COLAs are inappropriate for rate increases. COLAs are meant to provide Social Security recipients and other pensioners with increased benefits to keep up with inflation. It is absurd for DRPA to jump on to the COLA idea as a means for stealth rate increases.
- As for PATCO top priority must be the complete overhaul or replacement of the decades old passenger cars. Top priority means doing this now, before other expenditures.
- Also as to PATCO, there is no need for paid Ambassadors who do nothing and add no value to the commuters. If these Ambassadors get paid then this was again a sneaky way to get money out of DRPA/PATCO.
- And another stealthy, sneaky move by PATCO was to change the fare collection system before increasing fares. This ends the buying of extra tickets before the rates go up.
- Also, DRPA must commit to leave parking lot fees as is – no increased costs to park.

**Sent:** Tuesday, July 22, 2008 2:13 PM  
**To:** Comments  
**Subject:** toll increases

The primary responsibility of the DRPA management is the building and maintenance of the bridges for which the public pays tolls to cross the Delaware River. Allowing our bridges to deteriorate and rust away while spending money on inflated salaries, stadiums, museums, shipyards and the like demonstrates a fiduciary irresponsibility that would not be tolerated by any private enterprise. The damage has already been done by the DRPA management, so there is likely no choice but to raise tolls to pay for these past indiscretions. Tolls should only be raised on the condition that the current management resign, and that new regulations be passed that allow bridge tolls to be used only for payment of past debt, salaries (which should be cut both in amount and number of employees), and bridge maintenance. Maintenance work itself is done in a very inefficient manner and should be put out for competitive bidding, the results of which should be published for public view.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 1:25 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I strongly believe that the Delaware River Port Authority should institute and across the board salary cut - not a freeze - but a cut. Please start with those making over \$100,000.00 per year! Any giving should be deferred where possible, done where required by contract or statute and completely cut out in future budgets. The bridge and PATCO tolls are not an unlimited checking account for salaries and "pay back" contracts - they should be for bridge and rail improvement only! Any increases should NOT be tied to cost of living! The "fat cats" at the port authority all have gotten "THEIR" cost of living increases - how about those of us that pay their salaries! Yes - their employers. Unless required by law to do something - the promises of the port authority are as empty as those of the past!

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 10:27 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I car pool from Cherry Hill to Philadelphia, Monday thru Friday via the Ben Franklin Bridge. With the increase in gas and parking and now the bridge, working in Phila is becoming economically unreasonable. I don't understand why the daily commuters are forced into this increase. Not only the \$1 increase in Sept but also the reduction in the frequent user discount. Why bother having EZ Pass? I would like to recommend giving discounts to commuters who car pool. They have carpool lanes in NY and it works. I feel that people who make a concerted effort to reduce emission and traffic congestion should be rewarded.

**Name:**

**Email:**

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 11:02 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I am strongly opposed to the proposed toll and fare increases for DRPA-controlled bridges and the PATCO system. As a Camden County resident and voter, I urge you to reconsider these unfair increases, which will harm our region's citizens who depend upon crossing the river to commute to their jobs. I recognize that DRPA has a responsibility to initiate necessary maintenance and capital improvements to these key pieces of our region's infrastructure. This responsibility should be met through the creation of new plan to triage the repairs, doing only what's absolutely necessary right now and staggering the rest of the improvements over several years. Funding for the repair plan should come from a combination of the following: 1. Make much deeper cuts to the agency's budget, including layoffs, salary cuts, and other savings measures. No one likes layoffs, but we're talking about something that has a major impact on the economic well-being of our region's working class. 2. Repurpose the \$35 million economic development budget, in addition to money that could be pulled back from outstanding commitments to other projects such as the Chester Soccer Stadium, the American Jewish History Museum and perhaps others. These projects certainly have merit, but do not make sense in the current economic environment. 3. Perhaps, in a few years when the economy is stronger, appropriate toll and fare increases can be phased in and the agency can consider reviving its economic development operations. At a time when the people who depend on the river crossings for their livelihood are facing increasing economic hardships in the form of rising fuel, food and housing costs, it seems manifestly unfair to impose another financial hardship on them, particularly when other options exist. Again, I urge the commissioners to vote against the increases. Thank you for your consideration.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Monday, July 21, 2008 6:44 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

PRIVATIZE THIS CORRUPT D.R.P.A.WITH NO ACCOUNTABILITY,THEY ARE JUST WASTING BRIDGE FUNDS TO PAY FOR POLITICIANS PET PROJECT PAID FOR BY THE PEOPLE FROM NJ AND PA DE WHO HAVE NO CHOICE BUT TO KEEP PAYING THIS CORRUPT DRPA. PUT THIS IN BALLOT BOX IN NOVEMBER SO PEOPLE CAN HAVE A SAY. THE OUTCOME IS ALREADY IN .NO MATTER WHAT COMES OUT OF THIS MEETING THE PRICE WILL GO UP,THIS IS JUST FORMALITY TO STICK UP CONSUMER WITH THEIR WASTEFUL SPENDING OF BRIDGE FUNDS.SUGGESTIONS; USE THE TACONY BRIDGE TO GO TO WORK AND COMING HOME USE THE CORRUPT DRPA BRIDGE.STOP FEEDING THIS BLOOD SUCKING LEECHES WITH HIGH PAYING SALARY AND BENEFITS AND OVERTIME PAY

**From:** ridepatco@lists.drpa.org [mailto:ridepatco@lists.drpa.org]

**Sent:** Sunday, July 20, 2008 7:25 AM

**Subject:** Ridepatco.org Contact Form

**Comments:**

Re Tolls And Patco Increase: No to any increase. People in Corrupt state of N J are paying the high property taxes now. Drpa wants to Drive more people out of Nj, by asking more money on people barely making ends meet. I suggest that an audit of Politically company called D R P A , eliminate redundant high paying jobs . Eliminate a lot of waste and fraud rampant inside this political company called DRPA Last stopped using tolls money for non bridge purpose. Let this tolls increase be included in the ballot votes this November, since a lot who pays this tolls or shall i say taxes without representation are registered voters. We the toll payee should have a say in how are money we pay are spent. Privatized DRPA/PATCO

**Sent:** Thursday, July 17, 2008 12:09 AM  
**To:** Comments  
**Subject:** toll hike to 4.00

dear mr mattheusen,i would love to attend the public session,as i did back in 2000,but i will be on vacation the week of the meetings.please consider my email thoughts in lieu of my presence at the meeting.please remember the working stiffs like me,who have no real option but to cross drpa bridges,when you decide to raise tolls.my cost of living raise this year was calculated to be .38%,which gave me a whopping raise of 4.25 a week-which when tolls are raised\$1 a day,i'm now behind by .75 a week! let's not even think about gasoline & food price increases-i may as well stay home and not work at all! but seriously,i know everything has gone up since 2000,but drpa should have thought about the consequences of giving away \$375 million of toll and fare payers money to all the ballpark/symphony hall/etc. ventures.at the very least,i think drpa should reduce fares to \$2 until all that money is "paid back" to drpa customers. how about delaying the increase until such time that \$375 is "paid back",then increase to \$4? i like to think i'm a reasonable guy,and i thank you for saying that no more money will be spent on none bridge/patco projects. if this remains true,i think most reasonable toll payers will not object to justified toll hikes-just let them be in line with salary hikes-for us and the drpa employees-thank you-

7/28/2008

**Sent:** Tuesday, July 15, 2008 10:29 PM  
**To:** info@lists.drpa.org  
**Cc:** pnussbaum@phillynews.com  
**Subject:** DRPA Toll Increase Proposal

I am a daily commuter from Pennsylvania to New Jersey, and back, and have been for 10 years. I use the Commodore Barry Bridge, currently a 3 lane disaster that increases my daily commute by 1/2 hour and a couple of \$4 gallons of gas. I want to protest your recent rate proposal as unfair and unjustified.

Your mis-management of bridge tolls in the past has set up a situation where you are now paying 42% of your revenue for annual interest and principle on **YOUR** debt. Shouldn't the \$375MM that you have handed out have been used to maintain the bridges?? Even recently, with your money crisis fully known, you gave \$10MM to the Chester soccer stadium. Decisions like that could only be made if you know you have a powerless, fare paying public with no representation.

My only request at this point is - please reconsider your elimination of the frequent commuter discount. That is the only item that I can see as a possible benefit for those of us who have no choice but to cross the bridge by auto. My work and my home are 30 miles from Patco, which I also subsidize.

Thanks for listening, and please reconsider. Feel free to email a response.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 16, 2008 9:28 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I have a better idea. Lower your cost of operation, consider laying off employees and cutting benefits, and stop funding projects that have little to no benefit for the people who pay the tolls. Spending is out of control in New Jersey and is now a burden on Taxpayers. We can no longer sit back and let politicians and Independent Authorities take our hard earned money and waste it.

7/28/2008

**Sent:** Thursday, July 10, 2008 10:37 PM  
**To:** info@lists.drpa.org  
**Subject:** Toll increases

Hello,

I am writing because I'm frustrated to hear today that toll increases are planned.

I understand that you need to generate more income for repairs and maintenance, but perhaps you may be able to reduce the amount of the increase or delay it if EVERYONE who crosses the bridge pays the toll. It's very frustrating to me and I feel resentful of people who go through the EZ Pass lane without paying. At least twice per week I drive behind or notice a driver in the next lane whose message on the screen says "toll unpaid," yet my toll is paid daily and you get your money without delay due to my auto re-load.

The reason that this is possible is that gate goes up regardless of whether or not they pay the toll. Some drivers may have a broken EZ Pass, but more often than that, I don't even see an EZ Pass tag in the car. They have no intention of paying - they probably do this regularly. It's stealing, it's breaking the law, but it's easy, and probably without punishment. They are taking advantage of this system and of those of us who pay every day. We who pay every day will pay the increase and the people who don't pay will continue to steal \$3 or \$4 from you every time they cross the bridge. Maybe you send them a violation notice and fine in the mail, but if they won't pay \$3, they certainly won't voluntarily send you the toll + fine.

Perhaps you could station enforcement personnel at the gates, even if only during morning rush hour. Set the gates so they don't go up unless the toll is paid! A warning sound could go off and the car would be identified in real time. I don't mean to put your workers in a compromising situation - I don't know how you'd collect the toll once the car is identified.

I ask you to please take the time to investigate this problem. You have been losing money for years and now are falling short of meeting your budget. This increase will, essentially, penalize the people who do pay. Hardworking people are having to stretch their money even further, while the cheaters continue to benefit because they are not held accountable for their actions.

Thank you for your time and attention.



**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Friday, July 11, 2008 10:49 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Please don't raise the tolls. Gas prices are killing me! I can't take on another increase in travel costs. Find alternative ways to save money. Consider ceasing investments into waterfront and regional projects that don't primarily pertain to transportation, bridge and road up-keep. Down-size police force and use utility workers as bridge escorts, etc. Consider shared state police forces from both states to take turns policing the 1-2 mile stretch of bridge. There must be other ways to save money.

**Sent:** Thursday, July 10, 2008 3:22 PM  
**To:** Comments  
**Subject:** oppose the toll increase

Dear DRPA:

I oppose the toll increase. The DRPA has wasted hundreds of millions of dollars over the years, provides jobs and high salaries to the politically connected, doles out tens of millions of contracts to the well connected and otherwise completely and regularly goes beyond the bounds of your charter.

The fact is high tolls divides New Jersey from Phila and Delaware. If you want to increase revenue, reduce the cost of tolls and ridership. If you want to save money, reduce your staff, benefits and perks. If you truly want to create jobs in this region, you would reduce the cost of tolls and PATCO.

By 2010, commuters will pay \$100 per month, more than most of us put towards our children's college funds. As our costs continue to rise, the DRPA has no concept of limited authority and/or financial prudence. There seems to be no limit to your authority to impose your will on the people of this region. DRPA limits our freedom to move about this region; this region is NOT NYC, yet we are being viewed in the same light.

I call upon the U.S. Congress to vote "NAY" against your future funding as you, DRPA, are robbing people of their freedoms and otherwise taking money out of our pockets for your political desires and personal financial gain.

Respectfully,

**Sent:** Thursday, July 10, 2008 10:37 PM  
**To:** info@lists.drpa.org  
**Subject:** Toll increases

Hello,

I am writing because I'm frustrated to hear today that toll increases are planned.

I understand that you need to generate more income for repairs and maintenance, but perhaps you may be able to reduce the amount of the increase or delay it if EVERYONE who crosses the bridge pays the toll. It's very frustrating to me and I feel resentful of people who go through the EZ Pass lane without paying. At least twice per week I drive behind or notice a driver in the next lane whose message on the screen says "toll unpaid," yet my toll is paid daily and you get your money without delay due to my auto re-load.

The reason that this is possible is that gate goes up regardless of whether or not they pay the toll. Some drivers may have a broken EZ Pass, but more often than that, I don't even see an EZ Pass tag in the car. They have no intention of paying - they probably do this regularly. It's stealing, it's breaking the law, but it's easy, and probably without punishment. They are taking advantage of this system and of those of us who pay every day. We who pay every day will pay the increase and the people who don't pay will continue to steal \$3 or \$4 from you every time they cross the bridge. Maybe you send them a violation notice and fine in the mail, but if they won't pay \$3, they certainly won't voluntarily send you the toll + fine.

Perhaps you could station enforcement personnel at the gates, even if only during morning rush hour. Set the gates so they don't go up unless the toll is paid! A warning sound could go off and the car would be identified in real time. I don't mean to put your workers in a compromising situation - I don't know how you'd collect the toll once the car is identified.

I ask you to please take the time to investigate this problem. You have been losing money for years and now are falling short of meeting your budget. This increase will, essentially, penalize the people who do pay. Hardworking people are having to stretch their money even further, while the cheaters continue to benefit because they are not held accountable for their actions.

Thank you for your time and attention.



**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:43 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**  
Maybe it is time the bridges are sold to a private company.

**Sent:** Thursday, July 24, 2008 12:56 PM  
**To:** info@lists.drpa.org; Comments; contact@patconjexpansion.com  
**Cc:** pnussbaum@phillynews.com; septawatch@gmail.com  
**Subject:** Objections to Proposed Increases

I object to and oppose the proposed rate and toll hikes because DRPA has mismanaged and misspent many millions of dollars, and is sneaking-in the increases now and in the future.

- DRPA must have a binding promise from the governments of NJ, PA, Camden County and Philadelphia to never again take DRPA money for non-transit projects or economic development.
- DRPA must get back the misspent money – the millions spent on so-called economic development.
- DRPA foisted the rate increases in mid-summer, the prime vacation period, with only 6 to 8 weeks before the fares and tolls go up. DRPA must extend the timing for review and public comment and hold hearings where the commuters are – not in Camden or South Philadelphia.
- DRPA must drop the idea of so-called cost of living increases ("COLAs"). DRPA is improperly using COLAs as a means to sneak around public review of future increases by making the increases automatic. COLAs are inappropriate for rate increases. COLAs are meant to provide Social Security recipients and other pensioners with increased benefits to keep up with inflation. It is absurd for DRPA to jump on to the COLA idea as a means for stealth rate increases.
- As for PATCO top priority must be the complete overhaul or replacement of the decades old passenger cars. Top priority means doing this now, before other expenditures.
- Also as to PATCO, there is no need for paid Ambassadors who do nothing and add no value to the commuters. If these Ambassadors get paid then this was again a sneaky way to get money out of DRPA/PATCO.

- And another stealthy, sneaky move by PATCO was to change the fare collection system before increasing fares. This ends the buying of extra tickets before the rates go up.
- Also, DRPA must commit to leave parking lot fees as is – no increased costs to park.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 15, 2008 12:05 PM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Hi, Jacksonville bridges have no charge. The greater area of Jacksonville Fl has a population that is over a million people, and the JTA is calling for over 2 million by 2030. They do not have any tolls on their bridges. They also take care of their sky tram, trolleys, tains, buses and water transportation. With a population growing faster than the Philadelphia area the DRPA should look at JTA and maybe learn something. The 5 Jax bridges are about the same size of the Ben Franklin, one is even bigger. They are also involved with their water front projects and football and baseball stadiums. I really would like a reply. Thanks,

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Tuesday, July 22, 2008 8:38 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

There would be no need to raise the tolls on the bridge if the DRPA Police would start doing there job and start writing speeding tickets. I travel over the WW every day at 8:40 am from Jersey to Philly and I admit I drive over the 45 posted speed and go at 50 - 55 mph there are cars passing me by by like I am standing still every day I get someone flip me the finger, riding up my ass, beeping their horn, etc. so the way I look at this if tickets were to be issued to these idiots you could raise more money a day in fines than you could in toll hikes.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Thursday, July 24, 2008 7:43 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

New Jersey Motor Truck Association Comments on the Delaware River Port Authority Proposed Toll Increases The members of the New Jersey Motor Truck Association urge the DRPA to reduce the proposed toll hike on trucks. Under the proposed toll increase a typical 5-axle tractor-trailer combination would go from \$22.50 today, to \$30.00 in September 2008 and to \$37.50 in 2010! Clearly the past commitment by the Authority to economic development has led to the need to raise tolls. While our industry recognizes that we should help to maintain the facilities we use, we believe that we have been paying more than our fair share. The trucking industry is already paying \$22.50 for a typical 5-axle tractor-trailer just to cross a bridge. There should be some relationship as to the amount of toll paid and the service the customer receives. If we have to pay over \$20 just to cross a bridge we should be given priority lanes. To assist businesses that must frequently cross the bridges, we urge the DRPA to offer BestPass, a truck volume discount program. We would be more than willing to arrange a meeting with BestPass The trucking industry has been reeling from a poor economy, historically high diesel fuel costs and toll increases. There is only so much one industry can absorb. Eventually all of these increases will be passed on by the carriers that survive and then it will be the consumer who will pay at the cash register-rich and poor alike. The economy depends on our ability to efficiently and economically move goods. If we do not get some relief soon, more carriers will shut-down and more jobs will be lost. The trucking industry is a major employer and it plays a significant role in keeping our economy moving - we need relief and we need it now. We urge you to reconsider the significant toll increase proposed. Submitted by: Gail E. Toth Executive Director New Jersey Motor Truck Association



**Sent:** Friday, July 11, 2008 9:45 AM  
**To:** info@lists.drpa.org  
**Subject:** toll increase

listen WHY DONT YOU SELL THE KIMMEL CTR ANY OTHER ASSETS TO PAY FOR BRIDGE REPAIRS.  
ONE DAY THE PUBLIC IS GOING TO BOOT SOME OF YOU PEOPLE OUT ON YOUR ASS,S  
WE DONT WANT TOLL INCREASES

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Wednesday, July 23, 2008 8:19 AM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

This proposed fare hike couldn't come at a more inappropriate time for bridge commuters. With gas prices sky high and the economy making it difficult to make ends meet, increasing tolls would add one more strain. I, too, find it hard to understand why so much money has been spent on economic development around the Delaware Valley if critical infrastructure problems existed on our main bridges for years. This shows a significant lack of financial responsibility by the DRPA and shouldn't be passed onto commuters. I strongly oppose any toll increases in the immediate future.

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**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Tuesday, July 22, 2008 4:40 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

While I see the need for some kind of a raise in the bridge toll, it was raised not too long ago to \$3.00 and consumers are already strapped by high gas prices and grocery prices. I would suggest a \$1.00 increase in the bridge toll to \$4.00--anymore would be unfair to consumers.

**Sent:** Wednesday, July 23, 2008 8:18 AM  
**To:** Comments  
**Subject:** Show me the Money!

Dear DRPA,

I am not the type of person who is always voicing their opinion about the constant change that life puts us through. Most of the time I am a champion of change and believe that change is necessary if it is for the better. I also believe that sometimes there is little that can be done to avoid or stop the change from coming but this time I feel different. ENOUGH IS ENOUGH!

The proposal to increase the the bridge toll is ridiculous. Why should the commuters pay the price for the incompetence and mismanagement of your administration?

Your salaries are ridiculous! What do you people actually do beside make a mess of a budget.

It is my understanding that money from the DRPA went to help finance projects that had nothing to do with the bridges or PATCO. Was the money given as a loan? What was the interest rate and how long before it is repaid? If it wasn't a loan or if this is not true show me the money !

I travel over the Walt Whitman 5 days a week along with thousands of other commuters, where is all the money going? In your pockets? You should have your salary cut in half and definitely not get a raise for a very long time!

What are people to do? Gas is a 4.00/gal and then add 4.00 for tolls. If the person makes 12.00 /hr that is 96.00/day( before tax). To set aside money for gas(48.00 ) and tolls ( 20.00)for a week( 68.00 total), that person works one full day for approximately 3.50/hr. That is only gas and tolls, that same person needs to pay bills and buy food. ENOUGH IS ENOUGH!

DRPA needs to review it's budget and determine if right people are in the right positions to make the right decisions.

This is election year and our presidential candidates are calling for change. Change is suppose to make things better not worse.

I strongly disagree with the proposed increase of bridge toll and PATCO fares. ENOUGH IS ENOUGH!

7/28/2008



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**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:49 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

Dear DRPA Authorities: I am utterly outraged at the proposed increases for bridge tolls. For those of us who make frequent bridge crossings between Philadelphia and New Jersey for both business and pleasure, these rate increases are unacceptable and sting our already depleted wallets, which have been overburdened by out-of-control gas increases at the pumps. I urge you to reconsider these unacceptable proposed bridge toll increases. Sincerely, Mark Tarasiewicz

**Sent:** Monday, July 21, 2008 9:36 PM  
**To:** info@lists.drpa.org  
**Subject:** Proposed Increase

Traveling back to PA on Friday, July 18, 2008 we were handed a brochure outlining the proposed increase in the toll for the bridge.

With gas prices at an all time high, people struggling with the economy, what a perfect time to shove a 33% increase in tolls. Your authority has a bunch of morons behind the helm.

Obviously, you take your initiative from the federal Congress!!!!!!!!!!

**Sent:** Tuesday, July 15, 2008 10:11 AM  
**To:** info@lists.drpa.org  
**Subject:** TOLL PROPOSED SENIORS

IT SEEMS A 100% INCREASE FOR SENIOR TOLLS IS EXCESSIVE IN THESE DIFFICULT TIMES.THE REST OF THE TOLLS GOING UP 25%

**Sent:** Monday, July 21, 2008 9:21 PM  
**To:** Comments  
**Subject:** FW: toll hikes

I think that it is ridiculous that in order to repair the roads you have to raise tolls. The DRPA needs to find better ways to manage their funds/budgets and reduce debt so they can have the funds to do what is necessary. Tolls are already high and a \$1 increase is excessive. The people in the area are already paying increases and so many other things. The answer isn't always toll hikes. Cut other programs as needed before you raise tolls even if its funding for economic development.

**From:** comments@drpa.org [mailto:comments@drpa.org]  
**Sent:** Wednesday, July 23, 2008 8:47 AM  
**To:** Comments  
**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I personally know of a company that received a huge grant from the DRPA. This company is very financially solvent and did not need these funds, but it is politically connected with someone on the DRPA board, hence the huge grant. I, on the other hand, use the bridges everyday, and I am not that financially solvent. With the price of gas and the current tolls, I spend almost \$100 a week commuting to and from my job. If the DRPA gets the proposed toll hike and gas continues to rise in price, I may as well quit my job and go on welfare. Is this what the DRPA wants? If people stop using the bridges, will they raise the toll to \$10? I guess anything is possible. How about letting the DRPA tighten its belt for a change. Face up to past mistakes and figure out how to live on your current income. That's what I have to do!

**Sent:** Friday, July 11, 2008 9:39 AM  
**To:** Comments  
**Subject:** Proposed Bridge Toll Increases

The proposed September 33% increase in tolls is far too excessive. The proposed \$2.00 increase by 9/2010 would represent a 66% increase over today's \$3.00 toll rates and this is unacceptable. Perhaps you should look at other quotes for your capital projects and other ways to support your administrative budgets. Those increases are just too extreme and far too burdensome for commuters. Be reasonable.

**Sent:** Thursday, July 10, 2008 3:15 PM

**To:** Comments

**Subject:** Why do bridge users have to subsidize users of mass transit??

Dear Sirs,

I am very upset with your plans to drastically raise tolls over the Delaware River Bridges. You are essentially raising bridge tolls for commuters by 150% after September 2010 versus today while you are only raising mass transit fares by 20%! This is an outrage. We need to make mass transit self-supporting, and your organization needs to do much more to hold costs down before extorting more money from people who need to use the bridges.



**Sent:** Monday, July 21, 2008 10:05 AM  
**To:** Comments  
**Subject:** Comments from a disgusted taxpayer

Mr. Matheussen's reported comment that the "agency's payroll was appropriate" is yet another example of how our government officials view taxpayer provided monies.

No Mr. Matheussen, the money is not yours or your politically connected cronies to give away as you or they deem appropriate, it belongs to us and we citizens don't deem your current plan appropriate! Your allegiance must be to the citizens who provide the funds, not to political parties. If you can't agree to that principle, please resign. Now, understanding that much of what has occurred is before your current position, and repairs must be made, please allow me as a taxpayer to advise you.

First, you must make cuts in personnel, salaries and benefits. The 12% you tout since 2003 isn't enough. This is a "must do" priority along with any toll increase.! Your agency is in effect bankrupt and you must proceed accordingly. The average salary and benefits for the DRPA are much higher than similar agencies and must be dealt with. There are no "fair wages for a fair days pay" as you have been quoted. There are only wages that are available to meet the current circumstances present. Any household or business knows and understands that. The DRPA doesn't have the money, period. And, the \$35 million "that could still be used " for set asides, forget about it. The DRPA is paying 42% of revenue to principle and interest, and emergency policies need to be put in place NOW to stop the bleeding.

We're waiting , Mr. Matheussen!

**Sent:** Sunday, July 20, 2008 9:35 PM

**To:** Comments

**Subject:** Fare increase.

Dear Sir / Madam,

I have been a Patco, High speed line traveler for the last eleven years. I do see the improvements you have made to the service. But at the present time of hardship the country is going through, i am very much in favor of having the present fares as it is without an fare increase.

Thanking you

Sincerely

**From:** comments@drpa.org [mailto:comments@drpa.org]

**Sent:** Sunday, July 20, 2008 3:42 PM

**To:** Comments

**Subject:** Bridge Toll & PATCO Fare Comments

**Comment:**

I think this is an absolute disgrace on the timing and the reason for the fare increases on the train at least. ridership is up probably 10 fold due to the high gas prices and the drpa and patco are using this as a way to suck in as much profits as they can and take advantage of the situation to make more money without thinking about the riders. Youre no better than opec or the gas companies who are gouging the consumer for profits. When will it end? Apparently not with you. The DRPA and Patco which I find out now is just another part of the problem with governments and agencies that can do whatever they want when they want without one care or thought of the people who pay their salaries and provide for their livelyhood by using this service and paying the prices. These meetings will be just lip service to make people think they have a say in the matter, but your going to do whatever you want anyway so why have the meetings. The increases will go into effect no matter what happens at the meetings. I hope you and your consciences can sleep at night. PS. How much of these increases will be going into certain pockets so they can afford their new house and cars and trips. You are all crooks just like from the Governor on down the line.

**Name:**

**Email:**

**Sent:** Thursday, July 17, 2008 9:19 AM  
**To:** Comments  
**Subject:** PATCO Rate Increase

As with everyone in America today, I realize that everything is going up and up. But, what I do not understand is this: PATCO and every other mass transit system in America is experiencing record numbers in ridership.

I have been riding PATCO for years - even before the surge in gas prices -- so why are we facing increases when we take mass transit to conserve gas? Yes, things are expensive these days, but as mentioned - you and ALL transit systems are raking in the money due to the increase in ridership.

I feel this is very poor timing on the part of DRPA to add more burden to the middle class when we are struggling to make ends meet more and more each day.

Sincerely,

**Sent:** Friday, July 11, 2008 1:11 PM

**To:** Comments

**Subject:** proposed toll hikes

After reading in the Courier Post about the proposed bridge toll hikes, I felt compelled to provide my feedback. As a person working in business, I understand that costs rise and sometimes there is a need to raise rates. However, I find it appalling that you propose to raise your rates \$1 each year over the next few years. That percentage does not seem to be justifiable. It is hard for commuters like me to accept such a large and more frequent increase especially when your agency's credibility has been called into question over the last several years. I am also a user of the EZ Pass system and believe the benefit for using this has diminished and will be totally erased under the new proposal. There is an adage in business about pricing yourself out of the market. The number of people using the bridges is down now and I can see that number shrinking dramatically if this proposal is instituted. I can assure you that I will have no choice but to seek an alternative. I work for a company that has locations in PA and NJ. I live in New Jersey. If your increases are allowed, I will pursue changing my work location to a NJ site.

**Sent:** Friday, July 11, 2008 11:22 AM

**To:** Comments

**Subject:** Toll Increase

Dear Madam or Sir,

I am writing in regards to the potential toll increase. I have to say I feel as though we daily commuters are being punished.

We are all aware that gas prices are going to keep increasing. As bad as that is, now we have to deal with an additional expense. And to make matters worse, it's not even a small increase. If my math is correct, we are going to have to pay more 33% more in a heartbeat. Then we will have to have an additional 25% increase in a year. This is completely ridiculous, and feels like extortion.

I have to take the bridge 5 days a week to get to work. So what choice do I have? Not go to work?

Now to make an increasingly bad situation worse, you are going to take away the commuter discounts? People got EZ Pass to make life easier. Using it means less time on the bridge, less traffic, lower payroll and I am sure countless other benefits. But now you are further penalizing the frequent commuters and taking away one of the few benefits we had.

To say this is unfair is a mild understatement.



**DELAWARE RIVER PORT AUTHORITY**  
*of Pennsylvania & New Jersey*

**PATCO**  
*Port Authority Transit Corporation*

**John J. Matheussen**  
Chief Executive Officer - Delaware River Port Authority  
President - Port Authority Transit Corporation

July 28, 2008

**RECEIVED**

JUL 30 2008

ARONER & GREENBERG  
A PROFESSIONAL CORPORATION

To Be Faxed and Mailed: 215.686.1930

The Honorable Bill Green, Councilman-At-Large  
City of Philadelphia City Council  
Room 599 City Hall  
Philadelphia, PA 19107

Re: Proposed Toll and Fare Restructuring and Senior Discount Program

Dear Councilman Green:

I received your letter on the subject of the Delaware River Port Authority staff recommendations regarding the proposed Authority toll and fare restructuring, including the senior discount program. I am responding on behalf of the DRPA and Mr. John Estey who I understand also received a letter on this subject.

Your input is appreciated. I have made certain it was added to the public record that will be presented to the Board in the near future as the proposal is further considered.

We are very mindful that some of our proposed changes to the toll structure and the Senior Citizens Discount program may present a challenge to seniors living on a fixed income particularly in current economic conditions. At both of our public hearings and in other public comments we have received, please be assured we did hear the concerns that were strongly voiced by seniors. We have advised the public that the proposal has not yet been approved by the DRPA Board, and as a proposal, it could be subject to change

The current proposal that will be reviewed by the Board in the near future does increase the senior toll from the current \$1 to \$2, maintaining this toll at half of the proposed \$4 toll for all other drivers. By way of background, the current Senior Discount of \$1 has not changed since October of 1992, some 16 years ago. At that time the senior rate was half of the \$2 toll charged to other drivers. It should also be noted the DRPA remains the only toll agency in the country that offers a Senior Citizen Discount.

*DRPA is an equal opportunity employer*

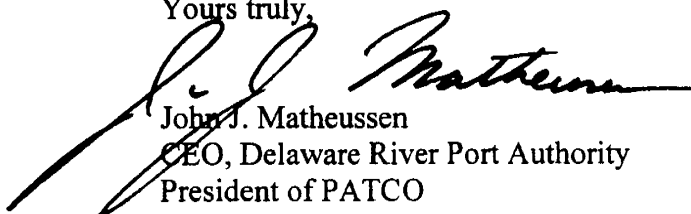
Thank you for the closing acknowledgement in your letter of our 'service to our region and our fellow citizens.' We appreciate this sentiment. We do take our responsibility to the region and its residents including our stewardship of our bridges, PATCO line, cruise and ferry operations very seriously, serving as an important part of the region's transportation infrastructure.

As with anything that has been in operation for decades, ongoing maintenance and repairs are critical to keeping our facilities safe, secure and serviceable. To address these maintenance issues we must invest more than one billion dollars in our capital improvement projects over the next five years. As part of the Capital Program, the bridges and PATCO need to undergo significant repairs and upgrades necessary for their continued use and safety now and into the future.

Thank you again for your comments. I want to assure you that the Board will be provided with comprehensive information on the concerns of the seniors and other members of the public as they are making a final decision on a toll hike and possible program changes.

Please do not hesitate to contact me if I can provide any further information on this or any other matter. Your input is valued and will be given every consideration.

Yours truly,



John J. Matheussen  
CEO, Delaware River Port Authority  
President of PATCO

JJM:ad  
cc: Board of Commissioners



CITY OF PHILADELPHIA  
CITY COUNCIL

BILL GREEN  
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COUNCILMAN-AT-LARGE

July 21, 2008

John Matheussen, CEO  
Delaware River Port Authority  
PO Box 1949  
Camden, NJ 08101

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Dear Mr. Matheussen:

I am writing to you regarding the proposed DRPA toll and fare increases that are scheduled for a vote by the Board of Commissioners during its upcoming meeting in August.

While I understand the necessity and rationale behind the proposed increases, I am particularly concerned about the changes proposed to the senior discount program. It is my understanding that the DRPA is considering doubling the cost of tolls for seniors, eliminating the discount during peak travel times, and phasing out the discount tickets in favor of EZ-Pass accounts.

Many of my constituents who live on fixed incomes are already struggling to cope with rising costs in nearly every facet of their lives. In light of the current economic conditions, we need to be mindful of those who are struggling to make ends meet and try to avoid increasing the financial burdens that we place upon them. It is my hope that the DRPA board can find a way to maintain its fiscal solvency without shifting additional costs onto the customers who can least afford them and without cutting the senior discount program.

I appreciate your careful consideration of this important matter, and I thank you for your service to our region and our fellow citizens.

Sincerely,

Bill Green  
Councilman At-Large

CC: DRPA Board of Commissioners

Thursday, July 24, 2008

**VIA EMAIL** ([comments@drpa.org](mailto:comments@drpa.org))

Delaware River Port Authority  
Corporate Communications  
PO Box 1949  
Camden, NJ 08101

**COMMENTS IN RESPONSE TO PROPOSED DRPA AND  
PATCO FARE INCREASES**

I am a resident of southern New Jersey and a frequent patron of both the PATCO High-Speed Line and the bridges run by the Delaware River Port Authority (“the DRPA” or “the Agency”). The remarks below are in response to the DRPA’s invitation for written comments concerning its recently proposed fare increases.<sup>1</sup> Specifically, these remarks strongly oppose the DRPA’s continued funding of pending and future “transit-oriented development” (“TOD”) projects in light of the recently proposed fare increases. As discussed in greater detail below, the apparent need for the DRPA to dramatically increase fares has made it abundantly clear that TOD is a luxury that the Agency simply can no longer afford. The DRPA’s discontinuation and defunding of all pending and future TOD would also be consistent with the Agency’s commitment to curtail economic development activities.

**Background.** As you are aware, the DRPA, in its PATCO Transit-Oriented Development Master Plans Study released in 2006, announced its intention to pursue TOD at one or more High-Speed Line Stations in southern New Jersey. According to the Master Plans Study, TOD would include “mixed uses” such as “residences, commercial space, and office space, or a combination of these.”<sup>2</sup> The following year, the DRPA identified the Collingswood High-Speed Line Station for TOD.<sup>3</sup> More recently, press reports have suggested that the Haddonfield High-Speed Line Station may also be under consideration for TOD.

***Continued TOD Violates the DRPA’s Pledge To Curtail Economic Development Activities.*** The DRPA, in pitching its proposed fare increases to the public earlier this

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<sup>1</sup> These comments use the term “fare increases” in a broad sense to include the DRPA’s recently announced increases to PATCO fares, increases to DRPA bridge tolls, decreases in DRPA/PATCO discounts and incentives, and associated changes to the Agency’s fare and discount structure.

<sup>2</sup> Master Plans Study, p. 3 (Jul. 2006) (“PATCO Master Plans Study”), available from [http://www.drpa.org/pdfs/PATCO\\_TOD\\_Sum.pdf](http://www.drpa.org/pdfs/PATCO_TOD_Sum.pdf)

<sup>3</sup> *DRPA/PATCO Embark On TOD Strategy In Collingswood, NJ*, PATCO Press Release (Apr. 2007) (“PATCO TOD Press Release”), available from <http://www.ridepatco.org/content.asp?page=news&param=2&publication=19&pubnumber=222>

month, pledged that the Agency would no longer use new moneys for economic development. Specifically, DRPA CEO Matheussen was quoted in the regional press as follows: "I want to assure you that new monies raised from these proposed toll increases will not, and I repeat, will not, be used for economic development projects, despite the authorization of our charter."<sup>4</sup> However, continued funding of TOD, such as funding of pending TOD in the Borough of Collingswood, flies in the face of Mr. Matheussen's pledge.<sup>5</sup>

The Collingswood TOD, for example, is in large part an economic development initiative. Collingswood's Request For Qualifications specifies that pending phases of the project will include construction of "mixed use commercial, retail and residential housing" to be situated on up to 9.1 acres of DRPA land.<sup>6</sup> Since the get-go, the DRPA has touted the Collingswood TOD as "a smart, responsible and forward-thinking approach to . . . *economic development* in southern New Jersey"<sup>7</sup> which would further the DRPA's "role" in "economic development."<sup>8</sup> Other DRPA materials have described TOD generally as "advance[ing] economic development in its host communities."<sup>9</sup>

Unfortunately, the DRPA claims that it is now confronted with serious fiscal challenges which necessitate dramatic increases in its fares. In light of these apparent fiscal challenges, the DRPA no longer has the luxury of pursuing TOD, and the Agency has no choice but to undertake the following steps, or substantially similar steps, consistent with its pledge to curtail funding of economic development activities:

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<sup>4</sup> *DRPA Seeks \$1 Toll Hike In September, More Hikes In 2010*, Courier Post (Jul. 10, 2008), available from <http://www.courierpostonline.com/apps/pbcs.dll/article?AID=/20080710/NEWS01/80710014>

See also *Comments of John Matheussen, DRPA CEO & Executive Staff at Press Conference Announcing Public Hearings, DRPA Press Release* (rel. Jul. 11, 2008), available from <http://www.drpa.org/content.asp?page=News&param=2&ItemNumber=2525>.

<sup>5</sup> See *Collingswood PATCO Station Transit Village Redevelopment Project, Request For Qualifications and Expression of Interest For Master Redeveloper* (soliciting, among other things, contracts for further phases of TOD at the Collingswood PATCO Station) ("Collingswood RFQ"), available from <http://www.collingswood.com/files/568/2008/03/Collingswood%20TOD%20RFQ.pdf>

The DRPA would be well advised not to make too fine a point concerning Mr. Matheussen's use of the term "new money." Neither "new money" nor preexisting funds should be used for pending or future economic development projects. After all, the public is simply fed up with the DRPA's wasteful spending on economic development, irrespective of whether such development is funded out of "new" or old money. Quite simply, the DRPA is in no position to demand that the public pay dramatically higher fares if the DRPA has a reserve of existing funds for pending or future economic development activities. Any reserve of existing funds should be used first and foremost to keep fare increases to a minimum and to pay for bridge maintenance and other essential services, consistent with New Jersey statute (*see* discussion of NJSA 32:3-2(n) below).

<sup>6</sup> Collingswood RFQ at 3 - 4.

<sup>7</sup> PATCO TOD Press Release (quoting New Jersey Department of Community Affairs Commissioner Susan Bass Levin).

<sup>8</sup> PATCO TOD Press Release (quoting DRPA Vice Chairman Jeffrey Nash).

<sup>9</sup> PATCO Master Plans Study, p. 1.

1. Discontinue immediately all development and funding of pending and future TOD, including, without limitation, ongoing studies, bidding activities, and planning related to such development;
2. Direct all relevant municipalities including the Borough of Collingswood to discontinue solicitation and planning of any pending and future phases of TOD on DRPA/PATCO land;
3. Immediately inform any and all contractors, vendors, and other participants in pending and future phases of TOD that DRPA/PATCO will no longer pursue or fund those projects; and
4. Provide the public with prompt written notice that DRPA has undertaken the steps above.<sup>10</sup>

***TOD Violates NJ Law.*** Discontinuation of pending and future TOD is also legally required. New Jersey statute specifies that the DRPA is only permitted to engage in “economic development activity . . . from funds available after *appropriate allocation* for maintenance of bridge and other capital facilities.”<sup>11</sup> Unfortunately, the DRPA has *not* made appropriate allocation in the past for maintenance of bridge and other capital facilities. Hence, DRPA had argued that it is now compelled to (a) raise bridge tolls by as much as 60% (from \$3.00 to \$5.00), (b) raise train fares by as much as 20% (from \$2.15 to \$2.60), (c) decrease commuter discounts by up to 66% (from \$18.00 to \$6.00), (d) make other changes to its fares and discounts adverse to consumers and, perhaps most significantly, contribute more than \$.40 of every dollar it receives to paying down its massive \$1.2 billion debt. In other words, the DRPA is no longer capable of making an appropriate allocation for maintenance and other capital facilities without a drastic fare increase. The DRPA would turn the statute on its head were it allowed to increase fares on captive commuters in order engage in continued economic development projects such as TOD.

***TOD Adversely Impacts South Jersey Residents.*** The present is *not* the appropriate time for DRPA to engage in the construction of residences, third-party commercial space, and third-party office space. The flagging real estate market in our region means that existing homeowners already face a tremendous challenge in trying to find qualified buyers for their homes. The same holds true for many commercial property owners, who, given the

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<sup>10</sup> The DRPA should not delude itself into believing that TOD still has merit because it includes some component(s) directly related to transport. If the DRPA wishes to pursue items directly related to transport such as enhanced commuter parking at its PATCO High-Speed Line stations, then the Agency should narrowly tailor a plan(s) which includes only those items. Constructing residences, commercial space, and office space based on assumption that they may increase ridership derives from the same “gold-plated” mindset that drove the DRPA to squander up to \$375 million in funding on the support of ball stadiums, music halls, restaurants, soccer fields, etc. Unfortunately, New Jersey residents are fed up with so-called “economic development” which uses public funds and/or public lands to support commercial enterprises better served by the private sector.

<sup>11</sup> NJSA 32:3-2(n).

recent economic downturn, are finding it increasingly more difficult to sell or lease their properties and office space.

The DRPA, were it to continue to pursue TOD, would contribute substantially to the glut of existing unsold residential and commercial properties in our communities, contrary to the public interest. TOD would also undermine the public interest by imposing substantial additional burdens on our municipal services and infrastructure such as emergency services, roads, and schools – without any meaningful guarantee that TOD would generate sufficient occupancy or ratables to fully offset the increased municipal costs posed by such development. Regrettably, the DRPA’s failed economic development projects to date illustrate that the Agency has little or no competency when it comes to (a) predicting the future performance of its economic development projects, (b) recouping the taxpayers’ and commuters’ investment from those projects, or (c) insulating taxpayers and commuters from the financial fallout of those projects when they fail or are abandoned. Municipalities, their residents, and commuters must no longer be forced to indemnify the DRPA against such failures, directly or indirectly.

**Conclusion.** As noted above, I am a resident of southern New Jersey and a patron of both the PATCO High-Speed Line and the bridges run by the DRPA. As such, I expect that the DRPA will heed the call for improved fiscal, legal, and ethical responsibility by eliminating all pending and future TOD, beginning with the four steps enumerated above. Any failure on the part of the DRPA to immediately undertake such action will call into question the Agency’s willingness to live by its words and to curtail its economic development activities. Perhaps even more significantly, any such failure on DRPA’s part will throw into doubt the size and scope of the Agency’s requested fare increases. After all, why would DRPA need wide-ranging fare increases if it squirreled away sufficient funds to continue to subsidize speculative pet projects such as TOD?

On a final note, I support the growing chorus of voices who have urged the DRPA to request that federal and state lawmakers amend applicable statute to disallow any and all future economic development activities on the part of the Agency. In that way, taxpayers and commuters alike can receive greater protection from future misallocation of funds by the DRPA. If the DRPA is serious about curtailing economic development projects and their ill effects in the future, then the Agency, as the expert in this area, must spare no effort in accomplishing the aforementioned amendments promptly.

Respectfully,

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Haddonfield, New Jersey  
XXXXXXXXXX@XXXX.XXX

cc: Mayor Tish Columbia, Haddonfield, NJ  
Mayor James Maley, Collingswood, NJ  
Eileen Stilwell, Courier Post,  
Tim Ronaldson, Haddonfield Sun