Delaware River & Bay Authority

50 Years of Service to the People of Delaware & New Jersey

2012 Annual Report • Vol. II
In the 50 years since, the bi-state agency has evolved into a dynamic organization that continues to provide not only the benefits foreseen by President Kennedy but also others not thought of five decades ago.

The Authority in 2012 is responsible for the operations and maintenance of the Delaware Memorial Bridge Twin Span and the Cape May-Lewes Ferry, just as the President foretold. But it has also taken responsibility for the Delaware City-Salem Ferry (formerly the Three Forts Ferry) and five regional airports: New Castle Airport, Civil Air Terminal, and Delaware Airpark in the State of Delaware, and the Millville Airport and Cape May Airport in the State of New Jersey, as well as other properties in the two states that add value to the region through the stewardship of the Authority.
Although the enabling legislation was signed in 1962, the date we celebrate as the Authority’s beginning, the first meeting of the Commission was not held until February 6, 1963. The Compact called for the establishment of a 10-person interstate authority which would continue the operations and management of the Delaware Memorial Bridge and it would be authorized to plan and execute such further Delaware River crossings which might be deemed necessary in the future.

The legislation called upon each of the governors of the respective states to appoint five people to the Authority, three from the majority political party and two from the minority party.

Governor Richard J. Hughes of New Jersey named the following representatives: Theordore C Bright, Pennsville; Joseph L. Bowe, Glassboro; Bayard L. England, Linwood; Thomas J. Gallagher, Wildwood Crest, and Clarence B. McCormick, Bridgeton.

Governor Elbert N. Carvel of Delaware named Howard S. Abbott, Georgetown; James T. Ferri, Wilmington, J.H. Tyler McConnell, Wilmington; William R. Murphy, Milford, and James G. Smith, Jr., Dover.

Mr. McConnell, who had served as Director of the Delaware Interstate Highway Division, the body that had governed the Delaware Memorial Bridge before the Commission was formed, was elected chairman; Mr. Bright was named vice chair. The pact states that the chairmanship shall alternate between the states every two years.

At right: front row, left to right—Shirley Wilson, Seaville; Ceil Smith, Salem; Chairman James Hogan, Franklinville; Vice chairman, Bill Lowe III, Lewes; Terri Murphy, Wilmington; Samuel Lathem, Bear; Standing—Rev. Edward Dorn, Pedricktown; Douglas VanSant, Bridgeton; Richard Mroz, Haddonfield; Richard Downes, Smyrna; Fernando Guajardo, Lincoln; and Gary Traynor, Dover.
UNVEILING—At a ceremony on September 20, 2012, former DRBA Chairmen Richard Cordrey and Al Fralinger, among others shown in this photo, unveiled a plaque celebrating the DRBA’s 50th anniversary. The plaque lists the 72 people who have volunteered their time, skill and talent to serve as Commissioners of the Delaware River and Bay Authority. Standing (l-r): Gary Simmerman, Harold Smick, Gary Traynor, Reverend Edward Dorn, Robert McWilliams, Bill Lowe, Richard Cordrey, Al Fralinger, Jim Hogan, Sam Lathem, Al Filiaggi, Scott Green and Michael Parkowski. Seated (l-r): Paul Morris, Ken McDowell, Verna Hensley, Hilda Donnelly, Warren Wallace, Rick Downes, Maureen Koebig, and Gary Patterson. The complete list of those who have served on the Commission is on the following page.
Bridge; first span closes three days later for reconstruction 1969

Both spans open in December 1971 Ferry service is reduced to 8 hours daily from the original 24 1974

Two new ferry vessels, the MV Delaware and MV New Jersey, begin service 1990

Serving the citizens of New Jersey and Delaware between 1962 and 2012

UNVEILING—At a ceremony on September 20, 2012, former DRBA Chairmen Richard Cordrey and Al Fralinger unveiled on behalf of all former Authority commissioners, many of whom are shown in this photo, a plaque celebrating the DRBA's 50th anniversary. The plaque, which hangs in the entry of the DRBA Administration Building, lists the names of the 72 people who have volunteered their time, skill and talent to serve as Commissioners of the Authority in its 50 years. Standing (left to right): Gary Simmerman, Harold Smick, Gary Traynor, Reverend Edward Dorn, Robert McWilliams, Bill Lowe, Richard Cordrey, Al Fralinger, Jim Hogan, Sam Lathem, Al Filiaggi, Scott Green and Michael Parkowski. Seated (l-r): Paul Morris, Ken McDowell, Verna Hensley, Hilda Donnelly, Warren Wallace, Rick Downes, Maureen Koebig, and Gary Patterson. The complete list of those who have served on the Commission is on the following page.
50 Years of Service to the Traveling Public

DELAWARE

GOVERNORS

JACK A. MARKELL
MATT DENN

LT. GOVERNORS

Elbert N. Carvel
Charles L. Terry, Jr.
Pierre S. du Pont, IV
Dale E. Wolf
Ruth Ann Minner

Russell W. Peterson
Sherman W. Tribbit
Michael N. Castle
Thomas R. Carper

FORMER GOVERNORS

Alfred E. Driscoll
Richard J. Hughes
Brendan Byrne
James J. Fiorio
Donald DiFrancesco
Richard Codey

NEW JERSEY

GOVERNORS

CHRIS CHRISTIE
KIM GUADAGNO

LT. GOVERNORS

MATT DENN
KIM GUADAGNO

FORMER GOVERNORS

Robert B. Meyner
William T. Cahill
Thomas H. Kean
Christine Todd Whitman
James E. McGreevey
Jon S. Corzine

COMMISSIONERS

William E. Lowe, III,
Vice Chairman
RICHARD W. DOWNES
SAMUEL E. LATHEM

FERNANDO N. GUAJARDO
TERRI C. MURPHY

James N. Hogan,
Chairman
REV. EDWARD W. DORN
CEIL SMITH
DOUGLAS L. VANSANT

FORMER COMMISSIONERS

JAMES G. SMITH, JR.
(1962-1969)
J. H. T. McCONNELL
(1962-1969)
JAMES T. FERRI
(1962-1967)
WILLIAM R. MURPHY
(1962-1966)
HOWARD S. ABBOTT
(1962-1969)
ALEXIS I. DUPONT BAYARD
(1965-1966)
REMSEN C. BARNARD III
(1966-1969)
JAMES JULIAN
(1968-1969)
BENJAMIN F. SHAW II
(1968-1974)
WALTON H. SIMPSON
(1968-1972)
A. F. SMITH
(1969-1974)
LOUIS E. EDGELL
(1972-1973)
ERNEST E. KILLEN
(1973-1983)
GARRETT B. LYONS
(1974-2001)
ALFRED L. DONNELLY
(1974-1988)
FRANCIS A. DIMONDI
(1984-1988)

WILLIAM J. DIMONDI
HILDA E. DONNELLY
(1990-1994)
THOMAS H. DRAPER
(1990-1997)
JOHN W. WHITBY
MARK G. SCHAFFER
(1992-2001)
KENNETH L. MCDOWELL
(1994-1996)
RICHARD S. CORDREY
DIAN C. TAYLOR
(1997-2000)
RICHARD H. DERRICKSON
EDWARD J. BENNETT
GARY B. PATTERSON
(2001-2008)
VERNA W. HENSLEY
(2001-2009)
F. MICHAEL PARKOWSKI
(2003-2009)
THOMAS J. COOPER
(2006-2009)
SCOTT A. GREEN
(2006-2009)

BAYARD L. ENGLAND
(1962-1964)
CLARENCE B. MCCORMICK
(1962-1988)
THOMAS J. GALLAGHER
(1962-1971)
JOSEPH L. BOWE
(1962-1967)
T. C. BRIGHT
(1962-1966)
WILLIAM A. GEMMEL
WALTER F. MAACK
(1966-1990)
JAMES L. SMITH
(1969-19710
LEROY H. MAY, JR.
(1971-1975)
FRANK LOBIONDO
(1971-1978)
JOHN VINCI
(1975-1982)
ANGELO J. FALCIANI
(1979-1994)
JOSEPH J. FABI, JR.
(1979-1980)
JACK SPARKS
(1982-1983)
CLARENCE D. MCCORMICK
(1989-1997)

JOSEPH J. PACE SR.
B. HAROLD SMICK JR.
(1991-1993)
CHARLES E. PESSAGNO
(1993-2004)
ALBERT A. FRALINGER JR.
ALBERT A. FILAGGI JR.
(1996-2001)
MAUREEN T. KOZBIG
(1996-2009)
JACK A. KUGLER
(1997-2002)
PAUL J. MORRIS
(1999-2001)
ROBERT T. McWILLIAMS SR.
(2002-2004)
DR. WARREN S. WALLACE
(2002-2006)
NIELS S. FAVRE
(2004-2012)
JOHN M. JACKSON
(2004-2006)
GARY F. SIMMERMAN
(2005-2009)
SUSAN ATKINSON DELANZO
(2006-2011)
DRBA Leadership at the Half-Century Mark

SCOTT GREEN
Executive Director
2012-present

FRANK MINOR
Deputy Executive Director
2009-present

JAMES JOHNSON, JR.
Executive Director
2002-2012

MICHAEL HARKINS
Executive Director
1992-2002

WILLIAM MILLER, JR
Executive Director
1962-1992

DONALD RAINEAR
Deputy Executive Director
2002-2009

50 Years of Service to the Traveling Public
Invention of the automobile had, by 1920, caused a revolution in transportation. At first, the resulting new roads stopped at the water’s edge awaiting the infrastructure to link the expanding network of highways. In southern New Jersey and Delaware that meant traffic flowed freely to the banks of the Delaware but depended on privately owned water-borne transportation to cross the water.

The first structural crossing of the river opened in 1926, when the Benjamin Franklin Bridge went into service between Philadelphia and Camden, but it was 30 miles north of Wilmington.

Any plan to build a crossing further south faced two major hurdles—the historic border dispute between New Jersey and Delaware, and the insistence of the War and Navy Departments that the shipping channel be unobstructed.

The 100-year-old boundary dispute originated in the royal land grant to William Penn. Delaware argued the historic grant gave it the entire Delaware River within a 12-mile circle from New Castle. New Jersey contended the border lay at the middle of the river’s shipping channel. In 1934 the U.S. Supreme Court ruled in favor of Delaware.

As the boundary dispute inched toward judicial settlement, support increased in Delaware for a river crossing. Several proposals were made, but each failed to gain much support and later attempts faltered, just as the U.S. entered World War II. All talk of a crossing had to wait. There was a war to win.

At the end of the war in Europe, the Delaware Highway Department received the green light to revive planning for a river crossing. Legislation passed giving the department authority to construct, maintain and operate a crossing with authority to pay for the project through tax-exempt bonds to be repaid from toll revenues that would also fund acquisition of the privately owned ferries in the region.

Before it was even decided whether to build a bridge or tunnel, a decision was made to name the crossing in honor of the men and women from both states who sacrificed their lives in the war.

In March 1946 New Jersey adopted legislation that authorized acquiring the land that would form the crossing approaches in the Garden State; it also recognized that the project belonged exclusively to Delaware, which would pay to build and operate it. At virtually the same time this legislation was moving toward passage, the two states agreed the crossing would be a bridge — the “Delaware Memorial Bridge.”

Congress acted swiftly, passing the needed legislation in July 1946 with two conditions: tolls on the bridge could be collected for a maximum 30 years or until the construction bond debt was repaid, whichever came first, and the military departments had to approve the location and design of the bridge. In near record time, just five months after Delaware applied for them, the permits were granted.

By then the estimates put the
cost to build a four-lane bridge at a firm $40 million. Bridge planners were confident anticipated traffic volume would generate more than sufficient toll revenue to repay the construction bonds well within the 30-year period fixed by Congress. With some misgiving, the Delaware Legislature increased the revenue bond authorization from $25 million to $40 million. (The final cost would be nearly $47 million, an enormous public expenditure for the times.)

In 1949 New Jersey announced a plan to build the road known as the New Jersey Turnpike and to tie the southern terminus of the turnpike to the bridge. The tie-in would weave a seamless road connection.

With the funding in place, construction of the bridge, under the direction of the Delaware Interstate Highway Division, could finally begin. In the fall of 1949 the work started and the bridge began to rise and take shape. Less than two years later, on August 15, 1951, government and community leaders from both states gathered for dedication ceremonies at the bridge. Delaware Governor Elbert N. Carvel and New Jersey Governor Alfred E. Driscoll presided after first leading a ceremonial motorcade across the bridge. Since Delaware was the proud owner of the new bridge, the honor of riding in the first car went to Governor Carvel, with Governor Driscoll close behind in the second vehicle.

In 1951, a final traffic estimate before the opening predicted the bridge would carry 5 million vehicles in the first year and that volume would level at 4.4 million vehicles by 1955. The estimates were wrong. From the opening in mid-August to the end of 1951, 2.2 million vehicles used the bridge, while 6.4 million crossed in 1952, the first full year of operation. By 1955 the count rose to 8.2 million vehicles, and continued to surge.

Ironically the success of the bridge pointed to near-term future problems. Traffic was rapidly approaching the capacity of the bridge to maintain a steady, uninterrupted flow of vehicles. High traffic volumes meant high toll revenue collections and this meant the bridge debt would be repaid well within the 30-year limit established by Washington. But at that point the expense of maintaining and operating the bridge would fall on the shoulders of Delaware without an offsetting source of income.

The states began talking about these issues in 1956. In the course of the discussions New Jersey suggested establishing a ferry service between Cape May and Lewes. The discussions gave rise in June 1958 to an agreement by the two governors for a bi-state committee to devise a long-term solution that would provide for joint operation of the bridge; ensure construction of a second bridge to alleviate traffic congestion; and plan and operate other transportation facilities between the states, including a ferry system across the Delaware Bay.

The stage for the creation of the DRBA was set.
The Delaware River and Bay Authority wastes no time authorizing a second span

THE TWIN SPAN

Studies quickly determined the best, most efficient and least costly plan would be to build a second span parallel and adjacent to the Delaware Memorial Bridge. The commissioners were empowered to make these decisions and to put the financial power of the Authority’s toll revenues behind the project subject to oversight by the governors of New Jersey and Delaware. Governors of both states have power to veto any action of the DRBA. The new bridge project, had the blessing of both states and proceeded rapidly.

By January 1964 engineering firms were at work and federal permits were in hand. In April 1964 the Authority authorized a $103 million bond issue that earmarked $70 million to build the twin bridge, $12 million to establish the Cape May-Lewes Ferry, $12 million to redeem the amount remaining from the original $47 million in bridge bonds, and a fund of $8 million for contingent costs. The DRBA immediately established a tradition for prudent management of the public resources with which it was entrusted by obtaining an interest rate of 3.75 percent — actually a quarter point lower than the original 1948 bridge bond issue.

CONSTRUCTION AGAIN

Construction on the new span got under way and moved rapidly from the ground-breaking in mid-1964 to the fall of 1968 when the second bridge was completed.

Once again dignitaries from both states came for the opening, joined this time by U.S. Vice President Hubert H. Humphrey. Governors...
presiding at the inauguration of the new bridge were Richard J. Hughes of New Jersey and Charles L. Terry, Jr. of Delaware. The second bridge appears to the eye to be an exact twin of the original but there are subtle differences in the design and construction. To the motoring public they look the same and are the same. Most importantly, standing next to the original span, the second one doubled the Delaware Memorial Bridge to eight lanes, capable of handling the coming increases in traffic.

REBUILDING
The first bridge had been in operation for more than 17 years when the twin bridge went into service. Three days after the second span opened the first was closed for a major overhaul, including replacement of the entire deck surface.

The work went well and quickly and on December 29, 1969 Governor-elect William T. Cahill of New Jersey joined Delaware Governor Russell W. Peterson for the ribbon cutting ceremony to reopen the original span.

THE TWIN SPANS TODAY
In the ensuing years, bridge traffic has continued to leap forward, set back only by the gasoline supply crises of the 1970s and the recent recession. Traffic counts have since resumed their steady upward increases.

In 1992 the bridge converted to a one-way toll system to speed traffic and help the environment by reducing emissions from idling vehicles.

In July 2001, the Authority went live with its new E-ZPass system. Today more than 65 percent of the traffic crossing the Twin Spans use E-ZPass.

In December of 2012 the one billionth customer drove across the span from New Jersey to Delaware. Day by day, the total continues to mount as the Twin Spans link two great states, strengthen their economies through efficient transportation, and join their citizens in a common community of interest on the Delaware River and Bay.

The river’s flow is timeless; while high above the water the traffic flow across the Delaware Memorial Bridge seems endless also.
At the first Commission meeting, the newly appointed DRBA commissioners ordered an update to a bay ferry feasibility study conducted in 1956 for the New Jersey Highway Authority. The Highway Authority report had recommended establishment of a ferry service between Cape May and Lewes, but nothing occurred until 1963 when the newly established DRBA dusted off the study.

The review was fast and efficient. In April 1963, the commissioners ordered that the CMLF be established. In June the DRBA approved $103 million for a new bridge span and for a ferry start-up budget of $12.7 million. Coincidentally, as the States of Delaware and New Jersey decided to go into the ferry business, the State of Virginia was ending its Chesapeake Bay ferry service. Recognizing that the Chesapeake ferries were no longer needed for that crossing, the DRBA initiated negotiations with Virginia. For $3.3 million, the DRBA acquired four vessels, the SS Pocahontas renamed the SS Delaware, the SS Princess Ann, renamed the SS New Jersey, the SS DelMarVA, which became the SS Cape May, and the MV Virginia Beach which took the name the MV Cape Henlopen.

While the vessels were refitted at Norfolk, engineering and construction activities proceeded to develop ferry terminals at both Cape May and Lewes as well as access roads to the terminals, dredging and bulkhead placement and construction of a breakwater at Lewes. In addition to the development of fuel storage, ticketing and administrative offices, the Authority was aggressively recruiting the other vital component of the new ferry service, experienced professionals.

Just as the first CMLF vessels came from Virginia so did the first key personnel. The DRBA hired a 30-year veteran of the Little Creek ferry service in Virginia as the first CMLF general manager and employed four veteran captains and others from the Chesapeake ferry service.

On July 1, 1964, the new ferry service was inaugurated as two ceremonial crossings of the Bay, one each departing at Lewes and Cape May, carried VIP passengers. Although a mishap at Lewes marred the voyage from Cape May aboard the SS Cape May as the vessel backed into dock, the incident caused only minor embarrassment. In the week prior to the July 1 grand opening, celebrations and festivities created much excitement and was a fitting send-off for the CMLF on its first voyages across the expanse of the bay.

During the balance of 1964, the CMLF was hampered by incomplete parking lots and access roads, a situation gradually rectified as projects were completed. The very
began considering ferry systems

first trip transported 8 vehicles and 15 passengers. Things improved. In its first full year of operation the CMLF carried 161,000 vehicles and 542,000 passengers across the Delaware Bay, less than a projection of 200,000 vehicles but greatly exceeding a projection for 377,000 passengers that year.

During 1972 the DRBA contracted to build three new vessels and in 1975 ferry operations were reduced permanently from 24 hours to 16 hours daily, lowering operational costs but keeping the service open conveniently for the traveling public. Even with reduced hours ferry traffic increased, and was helped with the introduction of casino gambling in Atlantic City in 1978. Having added three new vessels in 1972, the DRBA ordered a fourth new ferry in 1981, the MV New Del, which later was renamed the MV Cape Henlopen. In 1985 the CMLF acquired another new vessel, the MV Cape May.

Between 1994 and 1999, five vessels, the MV Henlopen, the MV Cape May, the MV Delaware, the MV Twin Capes and the MV New Jersey, underwent an extensive program to refurbish and refit them. The refurbishment program, undertaken at a cost of $54.4 million, created improved onboard amenities and facilities for customer comfort and service including elevators, spacious dining facilities, air conditioning, television and of course the most up-to-date safety measures. On the landward side, the CMLF invested significantly to improve the terminals at Cape May and Lewes between 2000-2002. The $12 million terminal improvement project upgraded not only the terminal buildings and facilities but parking lots, access roads and support facilities as well. Since 1964, the Cape May Lewes Ferry has carried more than 14 million motor vehicles and 42 million passengers. Today the CMLF vessels can accommodate up to 100 vehicles and 1,000 passengers on the 80-minute, 17-mile voyage across the Delaware Bay.

Whether passengers use the service for vacation or for business travel, they are transported in time as well as distance during the 80 minutes when they voyage across the bay. They are transported away from the hurry and hustle and bustle of the modern world to the quiet and stillness of the bay, where the only sounds they are likely to hear are the hum of the ferry motors, waves lapping at the vessel or the cry of a gull soaring over the bay; and the only sights are other boats and ships, a lighthouse or two, the vastness of the bay itself and the receding or approaching shores of New Jersey and Delaware.

The Cape May Lewes Ferry is an important transportation link between Delaware and New Jersey as it was meant to be, connecting travelers for almost 50 years over a scenic route to the shore resorts of our two states and to places beyond in a way that makes every voyage aboard the ferry service a special experience.
The Authority adds airports to its transportation responsibilities; the Compact is revised.

New Castle Airport
1995
DRBA purchases 131 acres contiguous to the Cape May Terminal

Three Forts Ferry Crossing
1997
Salem County Business Center

Cape May Airport
1999

The DRBA recognizes that a thriving economy is essential to maintain prosperity in the region, and that prosperity in turn fuels demand for the core transportation links it operates; links that tie South Jersey and Delaware together, making each part of a larger region better able to seek and gain advantage from new opportunities for investment and job creation.

In 1998, the DRBA extended its economic development efforts with plans to develop a business park complex in Salem County; and by completing significant improvements and bringing new air service to New Castle County Airport; entering into a strategic engineering education and training partnership with Rowan University, and continuing negotiations with Cape May County and the City of Millville to assume responsibility for operation of their airports.

In 1999, the DRBA’s aviation portfolio expanded greatly as the Authority assumed operational responsibility for three more aviation facilities.

At the close of the year, in addition to its ownership and management of the New Castle Airport, the DRBA took control of the Civil Air Terminal at Dover AFB and completed agreements that give it an aviation presence in New Jersey where it now operates the Cape May Airport and the Millville Airport.

Cape May County Freeholders and the DRBA reached agreement for the official transfer of the Cape May County Airport to the DRBA. The agreement was the culmination of five years of negotiations concerning the future operation and development of the airport in Lower Township.

The agreement granted control of the airport and much of the surrounding industrial park to the DRBA for a period of thirty years, and provides for two thirty-year renewal options that would guarantee the DRBA management of the facility for most of the 21st century. In return, the

1990
Compact revisions allow the DRBA to invest in regional economic development projects

1995
New Castle Airport

1995
DRBA purchases 131 acres contiguous to the Cape May Terminal

1997
Three Forts Ferry Crossing

1998
Salem County Business Center

1999
June Cape May Airport

1999
August Civil Air Terminal

50 Years of Service
in its transportation responsibilities; pact is revised

DRBA will pay the county a nominal $1 per year fee, but the real financial benefit to Cape May County lies in the assumption of $815,516 in county obligations for debt service and capital improvements at the airport.

Several months after the Cape May Airport agreement was completed, the DRBA completed a similar agreement with the City of Millville as it took over operation of the Millville Municipal Airport.

Under the terms of the agreement, the DRBA assumed responsibility for the airport property, equipment, existing leases, permits, grants and other elements involved in daily and long-term operation of the airport. The agreement was the culmination of two years of negotiation between the Authority and the city.

The 30-year agreement in which the Millville Airport joined the family of DRBA aviation facilities provides that the Authority will reimburse the City of Millville approximately $1.3 million in a lump sum payment to relieve it of airport debt.

In March of 1995, the DRBA closed on a parcel of land located in Cape May County, New Jersey, contiguous to the Cape May ferry terminal. The 131-acre property has approximately 50 acres available for development. Rutgers University has leased some land for an aquaculture program. Rutgers has been responsible for financing, developing, operating, and maintaining the aquaculture facility. The DRBA may one day utilize a portion of the land for additional parking, a water tower, and other facilities for the Cape May ferry operation.

The DRBA also owns the building housing the Riverfront Market along the Christina Riverfront in Wilmington, Delaware. The DRBA, in conjunction with the State of Delaware and the Riverfront Development Corporation, is interested in promoting the economic revitalization of the Wilmington Riverfront. In 2002, the DRBA commission approved $800,000 for capital investments to attract a local restaurateur who intends to establish an upscale restaurant facility in the Riverfront Market.

In 1997, with the growing numbers of passengers and vehicles using the Cape May-Lewes Ferry, the Authority believed it could do more to link tourism attractions in Delaware and New Jersey and make them even more accessible.

As a result, the Authority inaugurated the Three Forts Ferry Crossing, for the first time linking Delaware City, and Fort Delaware on Pea Patch Island, with Fort Mott in New Jersey. The Ferry is now called the Delaware City-Salem Ferry. Operating seasonally from April to the end of September, the Ferry service carried 31,581 fort visitors aboard the vessel Delafort in its first year.

Opening day ceremonies attracted several hundred dignitaries and guests as Delaware Lt. Gov. Ruth Ann Minner gave the keynote address.

1999 October
Millville Airport

2000 Delaware Airpark

2002 Riverfront Market

2010 Boeing begins retrofitting at Millville Airport
50 Years of Service

DRBA Album

1962 DRBA Commission

1968 DRBA Commission

1976 DRBA Commission
50th Anniversary

1998 DRBA Commission

2002 DRBA Commission

2012 DRBA Commission
From left, Dr. Albert F. Smith, DRBA chair; Commissioners LeRoy H. May, Jr., and Frank LoBiondo; Clarence B. McCormick, vice chair (1971)

DRBA Chairman Clarence B. McCormick, left, Commissioner Ernest A. Killen, center, and Vice Chair James Julian (1973)

DRBA Chairman Clarence B. McCormick, left, with Vice Chair Dr. Garrett Lyons (1977)

Outgoing Chairman James Hogan swears in his replacement, William Lowe III, while Deputy Executive Director Frank Minor holds the Bible. (2012)
50th Anniversary

25th and 50th anniversary celebrations for the Delaware Memorial Bridge
50th Anniversary

50 Years of Service
Work on the second span begins; the Twin Spans are completed.
The first two photos (from left) show the first span and then the work on the second span taken from the same location. The photo on the right show the first span being rehabilitated after the second span opened.
July 3, 1964, two days after service began.
50th Anniversary
50 Years of Service

DRBA Album

1964 and 2002 DRBA Administration Buildings
50th Anniversary

The War Memorial at New Castle is used for Memorial Day and Veterans Day ceremonies.

The memorial was rebuilt by DRBA employees in 2012; the submarine memorial is below at right.
DRBA Album

New Castle Airport

Milville Airport
50th Anniversary Album

▲ Civil Air Terminal at Dover

▲ Cape May Airport

▲ Delaware Airport, above right
The Delaware River and Bay Authority was organized on February 6, 1963 following the approval of the enabling legislation by the State of Delaware (53 Laws of Delaware, chapter 145) and the State of New Jersey (P.L. 1961, chapter 66 of the Laws of New Jersey) and following the approval of the Joint Resolution by the Congress (Public Law 87-678, 87th Congress, H.J. Res. 783, September 20, 1962). Public Law 87-678 87th Congress, H.J. Res. 783 September 20, 1962).

Joint Resolution

Granting consent of Congress to the State of Delaware and the State of New Jersey to enter into a compact to establish the Delaware River and Bay Authority for the development of the area in both states bordering the Delaware River and Bay. Whereas, the State of Delaware and the State of New Jersey, pursuant to legislative authority adopted by each State, being 53 Laws of Delaware, chapter 145, and P.L. 1961, chapter 66 of the Laws of New Jersey, have provided, subject to the consent of Congress, for a compact, known as the Delaware-New Jersey Compact, establishing "The Delaware River and Bay Authority" for the development of the area in both States bordering the said Delaware River and Bay; and Whereas, said compact reads as follows:

DELAWARE-NEW JERSEY COMPACT

Whereas, The State of Delaware and New Jersey are separated by the Delaware River and Bay which create a natural obstacle to the uninterrupted passage of traffic other than by water and with normal commercial activity between the two States thereby hindering the economic growth and development of those areas in both States which border the Delaware River and Bay; and

Whereas, the pressures of existing trends from increasing traffic, growing population and greater, industrialization indicate the need for closer cooperation between the two States in order to advance the economic development and to improve crossings, transportation, terminal and other facilities of the area; and

Whereas, the financing, construction, operation and maintenance of such crossings, transportation, terminal and other facilities of commerce and the over-all planning for future economic development of the area may be best accomplished for the benefit of the two States and their citizens, the region and nation, by the cordial cooperation of Delaware and New Jersey by and through a joint or common agency or authority;

Now, therefore, the State of Delaware and the State of New Jersey, do hereby solemnly covenant and agree, each with the other as follows:

ARTICLE I. SHORT TITLE.

This Compact shall be known as the "Delaware - New Jersey Compact."

ARTICLE II. DEFINITIONS.

"Crossing" means any structure or facility adapted for public use in crossing the Delaware River or Bay between the States, whether by bridge, tunnel, ferry or other device, and by any vehicle or means of transportation of persons or property, as well as all approaches thereto and connecting and service routes and all appurtenances and equipment relating thereto. States of Delaware and New Jersey across the Delaware River and Bay at any location south of the boundary line between the State of Delaware and the Commonwealth of Pennsylvania as extended across the Delaware River to the New Jersey shore of said river, together with such approaches or connections thereto as in the judgement of the Authority are required to make adequate and efficient connections between such crossings and any public highway or other routes in the State of Delaware or in the State of New Jersey; and

(b) The planning, financing, development, construction, purchase, lease, maintenance, improvement and operation of any transportation or terminal facility within those areas of both States which border on or are adjacent to the Delaware River or Bay south of the aforesaid line and which in the judgement of the States is required for the sound economic development of the area; and

(c) The performance of such other functions as may be hereafter entrusted to the Authority by concurrent legislation expressly in implementation hereof. The Authority shall not undertake any project or part thereof, other than a crossing, without having first secured approval thereof by concurrent legislation of the two States expressly in implementation hereof.

ARTICLE V. COMMISSIONERS.

The Authority shall consist of ten Commissioners, five of whom shall be residents of and qualified to vote in, and shall be appointed from, the State of Delaware, and five of whom, shall be residents of and qualified to vote in, and shall be appointed from, the State of New Jersey; not more than three of the Commission-
The Commissioners shall have charge of the Authority’s property and affairs and shall, for the purpose of doing business, constitute a Board; but no action of the Commissioners shall be binding or effective unless taken at one time by the Authority for the purpose of connecting the same with any highway or other route in either State.

j. To borrow money and to evidence such loans by bonds, notes or other obligations, either secured or unsecured, and either in registered or unregistered form, and to fund or refund such evidences of indebtedness, which may be executed with facsimile signatures of such persons as may be designated by the Authority and by a facsimile of its corporate seal.

k. To procure and keep in force ‘adequate’ insurance or otherwise provide for the adequate protection of its property, as well as to indemnify it or its officers, agents or employees against loss or liability with respect to any risk to which it or they may be exposed in carrying out any function hereunder.

l. To grant the use of, by franchise, lease or otherwise, and to make charges for the use of, any crossing, facility or other project or property owned or controlled by it.

m. To exercise the right of eminent domain to acquire any property or interest therein.

n. To determine the exact location, system and character of and all other matters in connection with any and all crossings, transportation or terminal facilities or other projects which it may be authorized to own, construct, establish, effectuate, operate or control.

o. To exercise all other powers not inconsistent with the Constitutions of the two States or of the United States, which may be reasonably necessary or incidental to the effectuation of its authorized purposes or to the exercise of any of the foregoing powers, except the power to levy taxes or assessments, and generally to exercise in connection with its property and affairs, and in connection with property within its control, any and all powers which might be exercised by a natural person or a private corporation in connection with similar property and affairs.

ARTICLE VIII.
ADDITIONAL POWERS.
For the purpose of effectuating the authorized purposes of the Authority, additional powers may be granted to the Authority by legislation of either State without the concurrence of the other, and may be exercised within such State, or may be granted to the Authority by Congress and exercised by it; but no additional duties or obligations shall be undertaken by the Authority under the law of either State or of Congress without authorization by the law of both States.

ARTICLE IX.
EMINENT DOMAIN.
If the Authority shall find and determine that any property or interest therein is required for a public use because in furtherance of the purposes of the Authority, said determination shall not be affected by the fact that such property has theretofore been taken over or is then devoted to a public use, but the public use in the hands or under the control of the Authority, shall be deemed superior to the public use for which it has theretofore been taken or to which it is then devoted, not so long as any of such bonds or other obligations remain outstanding and unpaid, diminish or impair the power of the Authority to establish, levy and collect tolls and other charges in connection therewith, and that neither of the two said States will, so long as any of such bonds or other obligations remain outstanding and unpaid, authorize any crossing of the Delaware River or Delaware Bay south of the line mentioned on Article IV (a) of this Compact, by any person or body other than the Authority; unless, in either case, adequate provision shall be made by law for the protection of those advancing money upon such obligations.
ARTICLE XII.
SECURITIES LAWFUL INVESTMENTS.
The bonds or other securities or obligations which may be issued by the Authority pursuant to this Compact, or any amendments hereof or supplements hereto, are hereby declared to be negotiable instruments, and are hereby made securities in which all State and municipal officers and bodies of each State, all banks, bankers, trust companies, savings banks, building and loan associations, saving and loan associations, investment companies and other persons carrying on a banking business, all insurance companies, insurance associations and other persons carrying on an insurance business, and all administrators, executors, guardians, trustees and other fiduciaries and all other persons whatsoever who are now or may hereafter be authorized to invest in bonds or other obligations of either State, may properly and legally invest any funds, including capital, belonging to them or within their control; and said obligations are hereby made securities which may properly and legally be deposited with an shall be received by any State or municipal officer or agency of either State for any purpose for which the deposit of bonds or other obligations of such State is now or may hereafter be authorized.

ARTICLE XIII.
TAX STATUS.
The powers and functions exercised by the Authority under this Compact and any amendments hereof or supplements hereto are and will be in all respects for the benefit of the people of the States of Delaware and New Jersey, the region and nation, for the increase of their commerce and prosperity and for the enhancement of their general welfare. To this end, the Authority shall be regarded as performing essential governmental functions in exercising such powers and functions and in carrying out the provisions of this Compact and of any law relating thereto, and shall not be required to pay any taxes or assessments of any character, levied by either State or political subdivision thereof, upon any of the property used by it for such purposes, or any income or revenue therefrom, including any profit from a sale or exchange. The bonds or other securities or obligations issued by the Authority, their transfer and the interest paid thereon or income therefrom, including any profit from a sale or exchange, shall at all times be free from taxation by either State or any subdivision thereof.

ARTICLE XIV.
AGENCY POLICE.
Members of the police force established by the Authority, regardless of their residence, shall have in each State, on the crossings, transportation or terminal facilities and other projects and the approaches thereto, owned, operated or controlled by the Authority, and at such other places and under such circumstances as the law of each State may provide, all the powers of investigation, detention and arrest conferred by law on the peace officers, sheriffs or constables in such State or usually exercised by such officers in each State.

ARTICLE XV.
REPORTS AND AUDITS.
The Authority shall make annual reports to the Governors and Legislatures of the State of Delaware and the State of New Jersey, setting forth in detail its operations and transactions, and may make such additional reports from time to time to the Governors and Legislatures as it may deem desirable. It shall, at least annually, cause an independent audit of its fiscal affairs to be made and shall furnish a copy of such audit report together with such additional information or data with respect to its affairs as it may deem desirable to the Governors and Legislatures of each State. It shall furnish such information or data with respect to its affairs as may be requested by the Governors or Legislatures of each State.

ARTICLE XX.
BOUNDARIES UNAFFECTED.
The existing territorial or boundary lines of the States, or the jurisdictions of the two States established by said boundary lines, shall not be changed hereby.

Now, therefore, be it
Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby given to the States of Delaware and New Jersey to enter into the Compact set forth in this resolution, except that nothing contained in such compact shall be construed as impairing or in any manner affecting any right or jurisdiction of the United States in and over the area which forms the subject of such compact.

SEC. 2. In addition to any other requirement of law, any project constructed by the Delaware River and Bay Authority in or over the navigable waters of the United States shall be subject to the procedural requirements of section 2(a) of the Fish and Wildlife Coordination Act, as amended (48 Stat. 401; 16 U.S.C. 662(a)).

SEC. 3. Nothing in this resolution shall be construed as
(a) Amending or superseding the provisions of the Act of September 27, 1961 (75 Stat. 688)
WHEREAS the State of Delaware and the State of New Jersey, pursuant to legislative authority adopted by each State, being 53 Laws of Delaware, chapter 145, and Public Law 1961, chapter 66 of the Laws of New Jersey, have provided, subject to the consent of Congress, for a compact, known as the Delaware-New Jersey Compact, establishing The Delaware River and Bay Authority for the development of the area in both States bordering the said Delaware River and Bay; and

WHEREAS the State of Delaware and the State of New Jersey, pursuant to legislative authority adopted by each State, subject to the consent of Congress, have provided for an amendment to the Delaware-New Jersey Compact to authorize the Delaware River and Bay Authority to undertake economic development projects, other than major projects, at its own initiative, and to undertake major projects after securing only such approvals as may be required by the legislation of the State in which the project is to be located, except the Authority is prohibited from undertaking any major project to be located in the Delaware River and Bay, including, without limitation, any deep-water port or superport, without the prior approval, by concurrent legislation, of the two States: Now, therefore, be it

RESOLVED by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CONSENT OF CONGRESS.
The Congress consents to the amendments to the Delaware-New Jersey Compact which have been enacted by the States of Delaware and New Jersey, so that the Delaware-New Jersey Compact reads substantially as follows:

DELAWARE-NEW JERSEY COMPACT:
Whereas the States of Delaware and New Jersey are separated by the Delaware River and Bay which creates a natural obstacle to the uninterrupted passage of traffic other than by water and with normal commercial activity between the two States thereby hindering the economic growth and development of those areas in both States which border the Delaware River and Bay; and Whereas the pressures of existing trends from increasing traffic, growing population, and greater industrialization indicate the need for closer cooperation between the two States in order to advance the economic development and to improve crossings, transportation, terminal, and other facilities of commerce and the overall planning for future economic development of the area may be best accomplished for the benefit of the two States and the citizens thereof, the region and Nation, by the cordial cooperation of Delaware and New Jersey by and through a joint or common agency or authority; and Whereas the Delaware-New Jersey Compact, enacted pursuant to 53 Laws of Delaware, Chapter 145 (17 Del. C. §1701) and Public Law 1961, c. 66 (C. 32:11E-1 et seq.) of the Pamphlet Laws of New Jersey with the consent of the United States Congress by Joint Resolution being Public Law 87-678, 87th Congress, H.J. Res. 783, September 20, 1962, created the Delaware River and Bay Authority with the intention of advancing the economic growth and development of those areas in both States which border the Delaware River and Bay by the financing, development, construction, operation, and maintenance of crossings, transportation, or terminal facilities, and other facilities of commerce, and by providing for overall planning for the future economic development of those areas; and Whereas the financing, construction, operation and maintenance of such crossings, transportation, terminal, and other facilities of commerce and the overall planning for future economic development of the area may be best accomplished for the benefit of the two States and their citizens, the region and Nation, by the cordial cooperation of Delaware and New Jersey by and through a joint or common agency or authority; and

NOW, THEREFORE, the
Delaware-New Jersey Compact

ARTICLE I
SHORT TITLE
This Compact shall be known as the 'Delaware-New Jersey Compact'.

ARTICLE II
DEFINITIONS
'Crossing' means any structure or facility adapted for public use in crossing the Delaware River or Bay between the States, whether by bridge, tunnel, ferry, or other device, and by any vehicle or means of transportation of persons or property, as well as all approaches thereto and connecting and service routes and all appurtenances and equipment relating thereto.

'Transportation facility' and 'terminal facility' means any structure or facility other than a crossing, as herein defined, adapted for public use within each of the States party hereto in connection with the transportation of persons or property, including railroads, motor vehicles, watercraft, airports and aircraft, docks, wharves, piers, slips, basins, storage places, sheds, warehouses, and every means or vehicle of transportation now or hereafter in use for the transportation of persons and property or the storage, handling or loading of property, as well as all appurtenances and equipment related thereto.

'Commerce facility of development' means any structure or facility adapted for public use or any development for a public purpose within each of the States party hereto in connection with recreational and commercial fishery development, recreational marina development, aquaculture (marine farming), shoreline preservation and development (including wetlands and open-lands acquisition, active recreational and park development, beach restoration and development, dredge spoil disposal and portoriented development), foreign trade zone site development, manufacturing and industrial facilities, and other facilities of commerce which, in the judgment of the Authority, are required for the sound economic development of the area.

'Appurtenances' and 'Equipment' mean all works, buildings, structures, devices, appliances, and supplies, as well as every kind of mechanism, arrangement, object, or substance related to and necessary or convenient for the proper construction, equipment, maintenance, improvement, and operation of any crossing, transportation facility or terminal facility, or commerce facility, or development.

'Project' means any undertaking or program for the acquisition or creation of any crossing, transportation facility or terminal facility, or commerce facility or development, or any part thereof, as well as for the operation, maintenance, and improvement thereof.

'Major Project' means any project, other than a crossing, having or likely to have significant environmental impacts on the Delaware River and Bay, its shorelines or estuaries, or any other area in the State of Delaware or the New Jersey counties of Cape May, Cumberland, Gloucester, and Salem, as determined in accordance with State law by the environmental agency of the State in which the major project is to be located.

'Tunnel' means a tunnel of one or more tubes.

'Governor' means any person authorized by the Constitution and law of each State to exercise the functions, powers, and duties of that office.

'Authority' means the Authority created by this Compact or any agency successor thereto.

The singular whenever used in this Compact shall include the plural, and the plural shall include the singular.

ARTICLE III
FAITHFUL CO-OPERATION
They agree to and pledge, each to the other, faithful cooperation in the effectuation of this Compact and any future amendment or supplement thereto, and of any legislation expressly in implementation thereof hereafter enacted, and in the planning, development, financing, construction, operation, maintenance, and improvement of all projects entrusted to the authority created by this Compact.

ARTICLE IV
ESTABLISHMENT OF AGENCY; PURPOSES
The two States agree that there shall be created and they do hereby create a body politic, to be known as 'The Delaware River and Bay Authority' (for brevity hereinafter referred to as the 'Authority'), which shall constitute an agency of the government of the State of Delaware and the State of New Jersey for the following general public purposes, and which shall be deemed to be exercising essential government functions in effectuating such purposes, to wit:

(a) The planning, financing, development, construction, purchase, lease, maintenance, improvement, and operation of crossings between the States of Delaware and any location south of the boundary line between the State of Delaware and the Commonwealth of Pennsylvania as extended across the Delaware River to the New Jersey shore of said River, together with such approaches or connections thereto as in the judgment of the Authority are required to make adequate and efficient connections between such crossings and any public highway or other routes in the State of Delaware or in the State of New Jersey; and
(b) The planning, financing, development, construction, purchase, lease, maintenance, improvement, and operation of any transportation or terminal facility within the State of Delaware or the New Jersey counties of Cape May, Cumberland, Gloucester, and Salem, which facility, in the judgment of the Authority, is required for the sound economic development of the area; and
(c) The planning, financing, development, construction,
purchase, lease, maintenance, improvement, and operation of any commerce facility or development within the State of Delaware or the New Jersey counties of Cape May, Cumberland, Gloucester, and Salem, which in the judgment of the Authority is required for the sound economic development of the area; and

(d) The performance of such other functions as may be hereafter entrusted to the Authority by concurrent legislation expressly in implementation hereof.

The Authority shall not undertake any major project or part thereof without being required by legislation of the State in which the project is to be located.

The Authority shall not undertake any major project, or part thereof to be located in the Delaware River or Bay, including, without limitation, any deepwater port or superport, after having first secured approval thereof by concurrent legislation of the two States expressly in implementation thereof.

The Authority shall not undertake any major project or part thereof without first securing such approvals as may be required by legislation of the State in which the project is to be located.

The Commissioners shall have charge of the Authority's property and affairs and shall, for the purpose of doing business, constitute a Board, but no action of the Commissioners shall be binding or effective unless taken at a meeting at which at least four Commissioners from each State are present, and unless at least four of the Commissioners shall vote in favor thereof. The vote of any one or more of the Commissioners from each State shall be subject to cancellation by the Governor of such State at any time within 10 days (Saturdays, Sundays, and public holidays in the particular State excepted) after receipt at the Governor's office of a certified copy of the minutes of the meeting at which such vote was taken. Each State may provide by law for the manner of delivery of such minutes and for notification of the action thereon.

ARTICLE VII GENERAL POWERS

For the effectuation of its authorized purposes, the Authority is hereby granted the following powers:

(a) To have perpetual succession.

(b) To adopt and use an official seal.

(c) To elect a chairman and a vice chairman from among the Commissioners. The chairman and vice chairman shall be elected from different States and shall each hold office for two years. The chairmanship and vice chairmanship shall be alternated between the two States.

(d) To adopt bylaws to govern the conduct of its affairs by the Board of Commissioners, and it may adopt rules and regulations and make appropriate orders to carry out and discharge its powers, duties, and functions, but no bylaw or rule, regulation, or order shall take effect until it has been filed with the Secretary of State of each State or in such other manner in each State as may be provided by the law thereof. In the establishment of rules, regulations, and orders current action by the two States with respect to the enactment, repeal, or amendment of any law or rule of court on the subject of condemnation under which the Authority may proceed by virtue of this Article.

If the established grade of any street, avenue, highway, or other route shall be changed by reason of the construction by the Authority of any work so as to cause loss or injury to any property abutting on such street, avenue, highway, or other route, the Authority may enter into voluntary agreements with such abutting property owners and pay reasonable compensation for any loss or injury so sustained, whether or not it be compensable as damages under the condemnation law of the State.
The power of the Authority to acquire property by condemnation shall be a continuing power, and no exercise thereof shall be deemed to exhaust it.

ARTICLE X
REVENUE AND APPLICATION
The Authority is hereby authorized to establish, levy, and collect such tolls and other charges as it may deem necessary, proper, or desirable in connection with any crossing, transportation, or terminal facility, commerce facility or development or other project which it is or may be authorized at any time to construct, own, operate, or control, and the aggregate of said tolls and charges shall be at least sufficient (1) to meet the combined expenses of operation, maintenance and improvement thereof, (2) to pay the cost of acquisition or construction, including the payment, amortization, and retirement of bonds or other securities or obligations assumed, issued, or incurred by the Authority, together with interest thereon, and (3) to provide reserves for such purposes; and the Authority is hereby authorized and empowered, subject to prior pledges, if any, to pledge such tolls and other revenues or any part thereof as security for the repayment with interest of any moneys borrowed by it or advanced to it for its authorized purposes and as security for the satisfaction of any other obligations assumed by it in connection with such loans or advances. There shall be allocated to the cost of the acquisition, construction, operation, maintenance, and improvement of such facilities and projects such proportion of the general expenses of the Authority as it shall deem properly chargeable thereto.

ARTICLE XI
COVENANT WITH BOND-HOLDERS
The two said States covenant and agree with each other and with the holders of any bonds or other securities or obligations of the Authority, assumed, issued, or incurred by it and as security for which there may be pledged the tolls and revenues or any part thereof of any crossing, transportation, or terminal facility, commerce facility or development or other project, that the two said States will not, so long as any of such bonds or other obligations remain outstanding and unpaid, diminish, or impair the power of the Authority to establish, levy, and collect tolls and other charges in connection therewith, and that neither of the two said States will, so long as any of such bonds or other obligations remain outstanding and unpaid, authorize any crossing of the Delaware River or Delaware Bay south of the line mentioned in Article IV(a) of this Compact by any person or body other than the Authority, unless, in either case, adequate provision shall be made by law for the protection of those advancing money upon such obligations.

ARTICLE XII
SECURITIES LAWFUL INVESTMENTS
The bonds or other securities or obligations which may be issued by the Authority pursuant to the Compact, or any amendments hereof or supplements hereto, are hereby declared to be negotiable instruments, and are hereby made securities in which all State and municipal officers and bodies of each State, all banks, bankers, trust companies, savings banks, building and loan associations, and other persons carrying on a banking business, all insurance companies, insurance associations and other persons carrying on an insurance business and all administrators, executors, guardians, trustees, and other fiduciaries and all other persons whatsoever who are now or may hereafter be authorized to invest in bonds or other obligations of either State may properly and legally invest any funds, including capital, belonging to them or within their control, and said obligations are hereby made securities which may properly and legally be deposited with and shall be received by any State or municipal officer or agency of either State for any purpose for which the deposit of bonds or other obligations of such State is now or may hereafter be authorized.

ARTICLE XIII
TAX STATUS
The powers and functions exercised by the Authority under this Compact and any amendments hereof or supplements hereto are and will be in all respects for the benefit of the people of the States of Delaware and New Jersey, the region and Nation, for the increase of their commerce and prosperity and for the enhancement of their general welfare. To this end, the Authority shall be regarded as performing essential governmental functions in exercising such powers and functions and in carrying out the provisions of this Compact and of any law relating thereto, and shall not be required to pay any taxes or assessments of any character, levied by either State or political subdivision thereof, upon any of the property used by it for such purposes, or any income or revenue therefrom including any profit from a sale or exchange. The bonds or other securities or obligations issued by the Authority, their transfer and the interest paid thereon or income therefrom, including any profit from a sale or exchange, shall at all times be free from taxation by either State or any subdivision thereof.

ARTICLE XIV
JURISDICTION; USE OF LANDS
Each of the two States hereby consents to the use and occupancy by the Authority of any lands and property of the Authority in such State for the construction, operation, maintenance or improvement of any crossing, transportation, or terminal facility, commerce facility or development, or other project which it is or may be authorized at any time to construct, own, or operate, including lands lying under water.
ARTICLE XV
REVIEW AND ENFORCEMENT OF RULES
Judicial proceedings to review any bylaw, rule, regulation, order, or other action of the Authority or to determine the meaning or effect thereof may be brought in such court of each State, and pursuant to such law or rules thereof, as a similar proceeding with respect to any agency of such State might be brought.

Each State may provide by law what penalty or penalties shall be imposed for violation of any lawful rule, regulation, or order of the Authority, and, by law or rule of court, for the manner of enforcing the same.

ARTICLE XVI
NO PLEDGE OF CREDIT
The Authority shall have no power to pledge the credit or to create any debt or liability of the State of Delaware, of the State of New Jersey or of any other agency or of any political subdivision of said States.

ARTICLE XVII
LOCAL COOPERATION AND AGREEMENTS
(a) All municipalities, political subdivisions, and every department, agency, or public body of each of the States are hereby authorized and empowered to cooperate with, aid and assist the Authority in effectuating the provisions of this Compact and of any amendment hereof or supplement hereto.

(b) The Authority is authorized and empowered to cooperate with each of the States, or any political subdivision thereof, and with any municipality, local government, agency, public authority or commission of the foregoing, in connection with the acquisition, planning, rehabilitation, construction or development of any project, other than a crossing, and to enter into an agreement or agreements, subject to compliance with the laws of the State in which the project is to be located, with each of the States, or any political subdivision thereof, and with any municipality, county, local government, agency, public authority, or commission or with two or more of them, for or relating to such purposes.

(c) The Authority and the city, town, municipality, or other political subdivision in which any project, other than a crossing, is to be located are hereby authorized and empowered, subject to compliance with the laws of the State in which the project is to be located, to enter into an agreement or agreements to provide which local laws, resolutions, ordinances, rules, and regulations, if any, of the city, town, municipality, or other political subdivision affected thereby project shall apply to such project. All other existing local laws, resolutions, ordinances or rules and regulations not provided for in the agreement shall be applicable to this project, other than a crossing. All local laws, resolutions, ordinances or rules and regulations enacted after the date of the agreement shall not be applicable to such projects unless made applicable by the agreement or any modification thereto.

ARTICLE XVIII
DEPOSITARIES
All banks, bankers, trust companies, savings banks and other persons carrying on a banking business under the laws of either State are authorized to give security for the safekeeping and prompt payment of moneys of the Authority deposited by it with them, in such manner and form as may be required by and may be approved by the Authority, which security may consist of a good and sufficient undertaking with such sureties as may be approved by the Authority, or may consist of the deposit with the Authority or other depository approved by the Authority as collateral of such securities as the Authority may approve.

ARTICLE XIX
AGENCY POLICE
Members of the police force established by the Authority, regardless of their residence, shall have in each State, on the crossings, transportation or terminal facilities, commerce facilities or developments and other projects and the approaches thereto, owned, operated, or controlled by the Authority, and at such other places and under such circumstances as the law of each State may provide, all the powers of investigation, detention, and arrest conferred by law on peace officers, sheriffs, or constables in such State or usually exercised by such officers in each State.

ARTICLE XX
REPORTS AND AUDITS
The Authority shall make annual reports to the Governors and Legislatures of the State of Delaware and the State of New Jersey, setting forth in detail its operations and transactions, and may make such additional reports from time to time to the Governors and Legislatures as it may deem desirable.

It shall, at least annually, cause an independent audit of its fiscal affairs to be made, and shall furnish a copy of such audit report together with such additional information or data with respect to its affairs as it may deem desirable to the Governors and Legislatures of each State. It shall furnish such information or data with respect to its affairs as may be requested by the Governor or Legislature of each State.

ARTICLE XXI
BOUNDARIES UNAFFECTED
The existing territorial or boundary lines of the States or the jurisdiction of the two States established by said boundary lines shall not be changed hereby.
ARTICLE XXII
ENVIRONMENTAL PROTECTION

(a) The planning, development, construction, and operation of any project, other than a crossing, shall comply with all environmental protection laws, regulations, directives, and orders, including, without limitation, any coastal zone laws, wetlands laws, or subaqueous land laws or natural resources laws, now or hereinafter enacted, or promulgated by the State in which the project, or any part thereof, is located.

(b) The planning, development, construction, and operation of any project, other than a crossing, to be located in the Delaware River and Bay shall comply with all environmental protection laws, regulations, directives, and orders, including, without limitation, any coastal zone laws, wetlands laws, subaqueous land laws or natural resources laws now or hereinafter enacted or promulgated by either State.

(c) The planning, development, construction, and operation of any project, other than a crossing, located in the coastal zone of Delaware (as defined in Chapter 70 of Title 7 of the Delaware Code, as in effect on January 1, 1989), shall be subject to the same limitations, requirements, procedures, and appeals as apply to any other person under the Delaware Coastal Zone Act, Chapter 70 of Title 7 of the Delaware Code, as in effect on January 1, 1989. Nothing in this Compact shall be deemed to pre-empt, modify, or supersede any provision of the Delaware Coastal Zone Act, Chapter 70 of Title 7 of the Delaware Code, as in effect on January 1, 1989. The interpretation and application of this paragraph shall be governed by the laws of the State of Delaware and be determined by the courts of the State of Delaware.

(d) The planning, development, construction, and operation of any project, other than a crossing, located in New Jersey, shall be subject to the provisions of New Jersey law, when applicable, including but not limited to the Wetlands Act of 1970, N.J.S.A. 13:9A-1, et seq. And the Coastal Area facility Review Act, N.J.S.A. 13:19-1, et seq.

SEC. 2. FEDERAL JURISDICTION NOT AFFECTED.

Nothing contained in the compact set forth in section 1 shall be construed as impairing or in any manner affecting any right or jurisdiction of the United States in and over the area which forms the subject of such compact.

SEC. 3. AUTHORITY FOR ADDITIONAL TOLL BRIDGES.

Section 4 of the Act entitled An Act to authorize the State of Delaware, by and through its State highway department, to construct, maintain, and operate a toll bridge across the Delaware River near Wilmington, Delaware approved July 13, 1946 (60 Stat. 533), as amended by the Act of June 27, 1951 (65 Stat. 91) and the Act of October 3, 1962 (76 Stat. 741–742), is amended—

(1) by striking and at the end of paragraph (3);
(2) by striking the period at the end of paragraph (4) and inserting ; and;
(3) by adding after paragraph (4) the following:
(5) to pay the cost of any project which the Delaware River and Bay Authority is or may be authorized to construct, own, operate, or control, under the Delaware-New Jersey Compact, as consented to by the Congress.

SEC. 4. REQUIREMENTS OF OTHER LAWS.

In addition to any other requirement of law, any project constructed by the Delaware River and Bay Authority in and over the navigable waters of the United States shall be subject to the procedural requirements of section 2(a) of the Fish and Wildlife Coordination Act (16 U.S.C. 662(a)).

SEC. 5. CONSTRUCTION.

Nothing in this resolution shall be construed as—

(1) amending or superseding the provisions of the Act of September 27, 1961 (75 Stat. 688); or
(2) granting advance consent of Congress for the performance by the Delaware River and Bay Authority of other functions, as contemplated by Article IV, paragraph (d) of the compact set forth in section 1 or for the assumption by the Authority of additional powers, as contemplated by Article VIII of such compact.

SEC. 6. DISCLOSURE OF INFORMATION.

The right is reserved to the Congress or any of its standing committees to require of the Delaware River and Bay Authority the disclosure and furnishing of such information and data as is deemed appropriate by the Congress or any committee thereof having jurisdiction of the subject matter of this resolution.

SEC. 7. RESERVATION BY THE CONGRESS.

The right to alter, amend, or repeal this joint resolution is expressly reserved.

Approved November 15, 1990.


HOUSE REPORTS: No. 101–905 (Comm. on the Judiciary).

CONGRESSIONAL RECORD, Vol. 136 (1990):
   Oct. 22, considered and passed House.
   Oct. 23, considered and passed Senate.