ABOUT THE AUTHORITY
The Delaware River and Bay Authority was created in 1962 by compact between the States of Delaware and New Jersey and approved by the Congress of the United States of America. The bi-state Authority operates the Delaware Memorial Twin Bridges, the Cape May-Lewes Ferry system, the Forts Ferry Crossing, and five general aviation facilities—two in New Jersey and three in Delaware. The following is a report from the Authority to the Governors and Legislators of the two States on fulfilling its mission and on its financial condition in 2015.
TO THE GOVERNORS AND LEGISLATORS

TO OUR GOVERNORS AND LEGISLATORS

On behalf of the entire Commission, we are pleased to present the 53rd annual report of the Delaware River & Bay Authority. Pursuant to Article 20 (Reports and Audits) of the Delaware-New Jersey Compact establishing the Delaware River & Bay Authority, the following report details the activities the Authority has undertaken during the year to fulfill our mission and also reports on the Authority’s financial condition in 2015.

The Commission is proud of having “taken to the skies” 20 years ago, when it signed the agreement to assume management of what was then known as the New Castle County Airport. That was the dawning of a new era for the Authority, and the beginning of a new transportation area of concentration for the Authority. Since that day 20 years ago, we have added four other aviation facilities to our portfolio, two in New Jersey and two more in Delaware in addition to what we now know as the Wilmington-New Castle Airport. We are pleased to present an overview of our aviation years, reporting on how we grew from a one-airport organization to where we are today. We hope you enjoy the glimpse of the past that helped lead us to our activities of today.

This has also been a landmark year in other ways. Despite a year-long bridge painting project which could have interfered with traffic, the Delaware Memorial Bridge broke all previous records for traffic volume in 2015, as well as registering as the fourth consecutive year of increased traffic over the Twin Spans. We attribute the increase in volume to an improving economy, lower gasoline prices, and favorable weather.

Whatever the reasons for the increase, we never forget that our people’s dedication to their jobs and to this Authority helps ensure the smooth flow of traffic across these towering spans. Their planning and the day-to-day management during the painting project, for instance, was outstanding!

Similarly, the Cape May-Lewes Ferry recorded increases in two important categories in 2015: passenger and vehicle traffic. The welcome increases occurred despite adverse weather in the early part of the year. The Ferry’s increases can be attributed to lower gas prices, otherwise favorable weather conditions, and targeted marketing initiatives and community outreach programs. We will continue to position the Ferry not only as a great transportation option but as a perfect place for community-oriented events.

With all three areas of our transportation activities producing such excellent results, it is clear that the Authority is living up to its mission of providing our customers with the very best of services. Our employees embrace this mission and work hard every day to make both customer services and customer experiences memorable. Please read the entire report for an overview of our year.

On behalf of the Commission, staff, and employees of our agency, we are proud to present this report on another successful year of operations and activities, and on the financial condition of the Delaware River & Bay Authority.

Sincerely,
William L. Lowe III
Chairman
James N. Hogan
Vice Chairman
AUTHORITY LEADERSHIP

DELAWARE

WILLIAM E. LOWE III
Chairman
Lowes
CRYSTAL L. CAREY

RICHARD W. DOWNES
Smyrna

JAMES L. FORD III
Lowes
SAMUEL E. LATEM
Bear
TERRI C. MURPHY
Wilmington

NEW JERSEY

JAMES N. HOGAN
Chairman
Franklinville
JAMES BENNETT
Sea Isle City
REV. EDWARD DORN
Pedricktown

CEIL SMITH
Salem
DOUGLAS VANSANT
Brigantine
SHIRLEY R. WILSON
Seaville
DRBA ADMINISTRATION

COMMISSION REORGANIZES
The DRBA Commission reorganized in January, with William E. Lowe III becoming Chairman and James N. Hogan getting the nod as Vice Chairman. The Commission also welcomed a new member during 2015. Crystal L. Carey Esq., of Dover, joined the Delaware contingent, replacing Commissioner Gary Traynor.

NEW COMMISSIONER
The Delaware River and Bay Authority (DRBA) welcomed a new Board member in February. Crystal L. Carey, Esq. of Dover, will serve a five year term, which extends to July 1, 2018. Commissioner Carey is a partner and director at Schmittinger & Rodriguez in Dover, where she focuses her practice in real estate and family law. A graduate of the University of Delaware, Ms. Carey earned a Juris Doctor from the University of Maryland. She is admitted to practice law in the state and federal courts in Delaware and Maryland and before the Fourth Circuit and the U.S. Supreme Court.

NEW VETERANS MEMORIAL PARK WEBSITE
On November 9, the Authority launched a new website for the Veterans Memorial Park complex, home to the War Memorial Wall that bears the names of the nearly 15,000 military personnel from New Jersey and Delaware who perished in the line of duty during World War II or the Korean War. Visitors can access this new website at www.dmbveteransmemorialpark.com. The site contains a list of the names on the Memorial Wall, information on park history, directions to the park and information on other monuments at the park.

SYMPOSIUM HELD AT CAPE MAY AIRPORT
Congressman Frank LoBiondo, chair of the Aviation subcommittee of the US House of Representatives, and General Mark “Hoote” Gibson, the Federal Aviation Administration’s Senior Advisor on UAS Integration, addressed a crowd of more than 150 drone industry representatives at the UAS Symposium at the Naval Air Station Wildwood Museum’s Historic Hangar at the Cape May Airport on October 30. Both speakers discussed efforts to integrate commercial unmanned aerial systems, or drones, into the national air space. The event was co-hosted by Authority Executive Director Scott Green and Cape May Freeholder Will Morey.
NEW ADMINISTRATOR HIRED

Vincent P. Meconi was named Chief Operations Officer for the Authority in March. The new COO has more than 25 years of public sector managerial experience, including serving as the Secretary for the Delaware Department of Health and Social Services. A former member of Delaware’s General Assembly, Mr. Meconi earned a bachelor’s degree from the University of Notre Dame and a master of Public Administration degree from the University of Delaware.

ENGINEERING DEPARTMENT WINS AWARD

The Authority’s Engineering Department won the prestigious “Under $2 Million Project of the Year” award from the American Society of Highway Engineers (ASHE) in 2015. The project that took the prize was the Magazine Ditch Floodgate Replacement project. The Magazine Ditch runs between the twin spans and is the primary stormwater discharge path for the Authority’s facility. It ties into the Delaware River and is subject to tidal flows and storm surges. One-way floodgates installed in the ’70s had reached the end of their lifespan and were replaced with newer technology. The lifespan of the new “gates” is expected to be 20 years longer than the previous system. Among the unique challenges of the installation was the fact that work could only take place during the short hours of low tide, which lead to both day and night work. The photo at top left shows the failed metal gates; the bottom photo shows the new elastic gates with an expected 50-year lifespan.

INTERNS MAKE A DIFFERENCE

The Authority completed its fourth year of providing an annual summer internship program. The ten-week program for university and graduate students offers the hands-on learning experiences that help students prepare for future career success. The program immerses interns in departments throughout the Authority where they take on leadership opportunities and gain critical career skills. In 2015, the eight DRBA interns were assigned to Operations Management, Social Media and Marketing, Executive Administration, Safety and Environmental, Public Information, Accounting, Engineering, and Human Resources.
CELEBRATING 20 YEARS IN THE SKIES

It's been two decades since the Delaware River & Bay Authority agreed to take over what was then called New Castle County Airport. The long-term lease the Authority signed was a commitment to the new aviation facility, much like the Authority's commitment to the Delaware Memorial Bridge and the Cape May-Lewes Ferry.

That commitment has remained strong, expanding to include the four other aviation centers that we have added to our family in the past twenty years. It also illustrates our commitment and understanding of the importance of aviation to the economies in both Delaware and New Jersey.

Working with the Federal Aviation Administration, we have invested more than $55 million in capital improvements at what we now proudly call Wilmington-New Castle Airport (ILG). We've built new hangars, moved the FAA control tower to a mid-field area, and reshaped parking and business office buildings.

Investments at Millville, Cape May, and Delaware Airpark (33N) have all benefited from infrastructure investment under our watch. In total, more than $203 million in federal and DRBA resources have financed numerous projects, all designed to advance aviation access, safety and business development at our air properties.

In 2015 we completed a number of projects: the realignment and construction of new taxiway 'Bravo' and the expansion of terminal parking at ILG; the relocation of T-hangars at 33N; and the construction of a new terminal apron at Millville.

Our airport managers are working with freeholders, local officials and their staff in drafting a new airport industrial park master plan for Cape May Airport.

The completion of this plan will help guide business development opportunities in the future, to the benefit of the airport and the local economy.

We have redesigned the entrance to Cape May Airport, enhancing its efficiency as well as its appearance. Similarly, we are planning to build a coalition of local and business leaders to attract more business and opportunity to Millville Airport.

Our people have also taken the lead in putting together an aviation advocacy group in Delaware, helping to unify a number of aviation trade and support groups into an effective organization working for the good of the entire industry.

All in all, our 20 years "in the air" is an example of the attitude that continues to make the Authority an important player in the economy of our two great states.

FEDERAL GRANT TO AID AIRPARK

In September, Delaware Airpark was the grateful recipient of a $5.8 million federal grant.

The funding is targeted for an ongoing multi-year project to expand the airport by constructing a new runway, taxiway and apron system, paving existing runways and connector taxiways, and adding other needed infrastructure. U. S. Senators Tom Carper and Chris Coons of Delaware brought the news of the grant to the airport to a news conference held at Delaware State University's hangar. DSU President Dr. Harry Williams and DRBA Airport Director Stephen Williams joined other officials at the event.
OUR COMMITMENT TO OUR AIRPORTS

Our twenty-year airport narrative is just one of the amazing chapters in the Delaware River & Bay Authority story, an example of the attitude that continues to make the Authority successful. Authority employees take pride and ownership in our operations and facilities; treating them as if their own. Two decades of commitment to air transportation facilities has helped our organization take flight!
"Nineteen ninety-five might well be remembered as the year the Delaware River & Bay Authority took to the skies. When the DRBA assumed management of the New Castle County Airport on July 1, it was the dawning of a new era in our organization's history. No longer would we be just the Delaware Memorial Bridge or the Cape May-Lewes Ferry. From now on, the sky's the limit!"

—1995 DRBA Annual Report

THE DAWNING OF A NEW ERA

In the twenty years since the Delaware River & Bay Authority signed a lease with New Castle County giving the Authority operational control over the county's airport, much has changed. For instance, the Authority has added responsibility for four additional airports to its portfolio as well as being involved in other economic development projects.

But one thing certainly hasn't changed, and that is the mission of the Authority to serve as a vital transportation and economic link for the bi-state region.

The Authority's first airport, which is now called Wilmington-New Castle Airport, was just the first step in the new era. A May 11th ceremony signaled agreement that the New Castle County Airport would be under DRBA's management in a 30-year lease agreement between the Authority and the County Council. The FAA approved the arrangement on June 30, allowing the DRBA to legally take over on July 1, 1995.

Four years later, in June of 1999, the Authority and Cape May County Freeholders reached an 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 provided for two thirty-year renewal options that would guarantee the DRBA management of the facility for most of the 21st century. In return the DRBA pays the county a nominal $1 per year fee, but the real financial benefit to the county was in the DRBA's assumption of county obligations for debt service and capital improvements at the airport. In October of that year, the Authority completed an agreement with the City of Millville to take over operation of the Millville Municipal Airport. Under 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 30-year agreement included terms in which the Authority reimbursed the City to relieve it of airport debt.

Continued on page 9
THE AUTHORITY’S FIVE AIRPORTS

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

1995
New Castle Airport 30-year lease signed

June 1999
The Authority signs 30-year agreement to take control of Cape May Airport

ILG
Now known as Wilmington-New Castle Airport, or by its call letters ILG, this facility is the largest airport operated by the Delaware River & Bay Authority, with three major runways, ten taxiways and several aircraft parking ramps.

Its location makes access to the surrounding areas quick and easy. Located just five miles south of Wilmington, Delaware, and only a 25-minute drive from Center City Philadelphia, Wilmington-New Castle Airport is ideally situated for a variety of tenants who range from major corporations to individual owners of aircraft.

The airport provides easy access to the region's transportation network. Interstate highways to Washington, DC, New Jersey and New York are within five minutes of the airport and the airport is just a ten-minute drive from the Wilmington Amtrak station.

MIV
Millville Executive Airport (MIV) is the second largest airport in New Jersey when measured by acreage alone.

Known as America’s First Defense Airport because the Millville Army Air Field was dedicated by the War Department in 1941, MIV is ideally located in the heart of the Delaware Valley between Philadelphia and Atlantic City. The facility offers one full time FBO and features a Worldwide Turbine overhaul and maintenance shop.

Ground access is convenient, with state highways 49, 47 and 55 nearby. An abundance of developable land is available at the facility along with the Foreign Trade Zone status, Federal Empowerment Zone and Urban Enterprise Zone benefits.

MIV is home to The Millville Army Air Field Museum (MAAFM) which preserves the history of the Army Air Field for the enlightenment and enjoyment of visitors.

33N
Delaware Airpark, located in Cheswold, Delaware, near Dover, is home to 45 based aircraft and Delaware State University’s flight training program. It serves both corporate and recreational flyers year-round. The DRBA is working on a new runway at this airport which is expected to be completed by 2018.

The Airpark’s 45-acres are well maintained and include a runway with a parallel taxiway and a recently paved aircraft parking ramp, as well as non-precision approaches.

Because it is located in Delaware, the Delaware Airpark offers major tax advantages for businesses. Twice a year, Dover plays host to NASCAR racing events at Dover Downs International Raceway. Many race teams, drivers and fans use the Airpark because of its convenience.
CAT

The Civil Air Terminal at Dover AFB (CAT) is located at the least-congested big airport east of the Mississippi River.

The CAT is operated by the DRBA under the terms of a special-use agreement with the U.S. Air Force. Use of the CAT is limited to aircraft having Prior Permission Requests (PPRs) approved by the DRBA.

The 20-acre CAT has an expanded aircraft parking ramp that accommodates up to 60 aircraft. It is adjacent to the Kent County AeroPark, located just five miles from Dover Downs.

The facility has two major runways, one 12,900 feet by 150 feet; the other 9,600 feet by 200 feet. The facilities are inside an Air Force Base perimeter fence, providing 24-hour security. There is a passenger terminal with lodging, restaurants and car rental agencies nearby.

WWD

This well-maintained, 1,000-acre general aviation airport located in Lower Township, New Jersey, is approximately five miles from Cape May, has two runways, six taxiways, and three aircraft parking ramps.

The Cape May Airport, WWD, logs approximately 39,000 airplane and helicopter takeoffs and landings each year, primarily during May through September, peak travel months. Traffic includes corporate aviation, recreational fliers, charter operators and small-aircraft owners.

The airport has airside facilities and an industrial park, both of which are being developed for aviation and business uses.

Hangar #1, listed on the National Register of Historic Places, houses a developing aircraft museum. For more information, see the NASW website at www.usnasw.org.

NEW ERA, continued from page 7

In August of 1999 the DRBA added the Civil Air Terminal at Dover Air Force Base to its stable of airport facilities and early in 2000, Delaware Airpark also came aboard, completing a five year period of exciting growth for the Authority.

The operation of these airports allows the DRBA to encourage corporate flight department relocations and recreational flier visits. Expansion of services has taken place at each airport as well as numerous capital improvements, all of which have helped make them more user friendly while bringing in needed revenue for the areas. The Authority has also been successful in attracting a variety of businesses to the airports and their adjacent properties.

All of this was made possible by the amendment of the Authority compact in 1990 which incorporated economic development with transportation. The revised compact increased the Authority's purpose of efficient movement of people, goods and services in the region, to helping expand productive economic activity beyond the approaches to the bridge or the boarding ramps of its ferries.

The Authority's success in the past twenty years has not hinged on any single mode of transportation, but rather on the ability of the Authority to skillfully integrate the operation, maintenance and development of a variety of transportation links for the betterment of the region.
THUNDERBIRDS SOAR OVER WHEELS & WINGS AT MIV
For two days in May, the U.S. Air Force Thunderbirds took to the skies over Millville Airport, roaring engines thrilling the crowds below. It was all as part of a fun-filled weekend at the Wheels & Wings Car and Airshow. Following a four-year hiatus, the Airshow drew more than 40,000 spectators to the Airport for a weekend of history and breath-taking performances. The show benefits the Millville Army Air Field Museum.

UNMANNED AIRCRAFT
Determining whether drone aviation network takes lots of data collection effort by the help find the answer to the question of Guadagno joined local officials
ABOUT OUR AIRPORTS

DRBA AND FAA PARTNERSHIP
The FAA's William J. Hughes Technical Center in Egg Harbor, New Jersey, is rehabilitating decommissioned taxiway C at the Cape May Airport. The taxiway will be used for field research testing in advanced aviation technologies. The Hughes Center is a leader in research for air transportation systems.

SEN. CARPER AT ILG
U.S. Senator Tom Carper visited Wilmington-New Castle Airport seeking insight into aviation issues. He and Center Manager Ralph Lintelman of Flight-Safety International are shown in the interior of a flight simulator during the visit.

FORM ADVOCACY GROUP
Delaware Governor Markell joined members of the Delaware Business Aviation Association’s board of directors and other aviation advocates at its organizational meeting in Dover. The group, formed to provide assistance and support for the state’s aviation community, is chaired by DRBA Airports Director Steve Williams.

BREWERY EXPANDS
The first production brewery in Cape May County celebrated the opening of its new 15,000 square foot, 30-barrel brewhouse at Cape May Airport’s business complex in May. Joining the principals of the Brewery at the ribbon-cutting ceremony were Congressman Frank LoBiondo, DRBA representatives, local business leaders and officials, and members of the media. Since 2011, the brewing company has leased space at the airport which is now being used as a public tasting room.
DELAWARE MEMORIAL BRIDGE
For the 12 months of 2015, traffic on the Twin Spans of the Delaware Memorial Bridge broke all previous records for volume, as well as becoming the fourth consecutive year of increased traffic. The increase in 2015 over the previous year was a healthy 3.5 percent.
A RECORD SETTING YEAR

DELAWARE MEMORIAL BRIDGE

Despite a year-long bridge repainting project that occasionally disrupted the smooth flow of traffic, the Delaware Memorial Bridge broke all previous records for traffic volume in 2015 as well as registering the fourth consecutive year of increased traffic over the Twin Spans. For the twelve months ending December 31, 2015, the Bridge handled 17,749,946 vehicles through its south-bound toll plaza, eclipsing the previous record, set in 2006, by more than 40,000. The increase in 2015 over the previous year was a healthy 3.5 percent.

The increased traffic volume was attributed to an improving economy, lower gasoline prices, and favorable weather. All classes of vehicles experienced growth in 2015 with the automobile class registering the largest increase.

The increase was also a testament to the careful planning by the Authority in its eight-month long bridge painting project which included lane closures even during the height of the summer season.

In addition to the successful planning for high volumes of traffic during the work, the project was a historic one for the Authority in other ways. For instance, for the first time ever, the four mammoth towers of the Twin Spans were stripped down to bare steel and repainted, using state of the art technology. The new federal green paint overcoat is expected to last about 20 years, compared to a much shorter time when the previous coats are not scraped off before the new coat is applied.

During the final months of 2015, the Engineering Department was planning for the final phase of the I-295 Delaware Approach Road Improvement Project to the Bridge. The project is being designed to minimize traffic delays as much as possible. For instance, two through lanes will always be open during construction.

NEW VARIABLE MESSAGE BOARD SIGNS

Travelers using the Delaware Memorial Bridge will notice new electronic variable message boards on approach roads to the bridge.

The previous electronic signs had become obsolete and were replaced as their aluminum structures showed signs of metal fatigue and the manufacturer had gone out of business making replacements parts both difficult and expensive to obtain.

The $2.58 million safety project was carried out through an existing New Jersey Turnpike contract.

The new steel structures mimic the ones installed along the New Jersey Turnpike in the past several years. The contractor, J. Fletcher Creamer in northern New Jersey, has replaced the variable speed limit signs located on gantries. The new signs meet current safety standards. The firm also removed two unused structures on the DelDOT portion of I-295.

The DRBA Police Department dispatch center operates the new signs under a new traffic management system.
CAPE MAY-LEWES FERRY

Weather was an always present challenge to the Cape May-Lewes Ferry in 2015. The early months of the year were particularly difficult as shown in this photo of the M/V New Jersey making its way through an ice-choked canal as it approached the Cape May Terminal in January. Luckily, at the other end of the year, weather was more conducive to smooth sailing across the Bay.
FERRY TRAFFIC INCREASES IN 2015

For the second consecutive year, the Cape May-Lewes Ferry recorded increases in both passenger and vehicle traffic. In 2015, the ferry service transported 266,149 vehicles and 782,241 passengers. The numbers increased nearly 4 percent, and by more than 5 percent since 2013.

The increases occurred despite adverse weather in the early part of the year (see photo at left). Increased ridership in 2014 was due in part to the Ferry’s 50th anniversary celebrations. Ferry officials also attribute the increases to a recovering economy coupled with lower gas prices, otherwise favorable weather conditions, and effective marketing.

For instance, taking advantage of the growing regional interest in craft beer, the Ferry offered four beer flight dinners at the Cape May Ferry terminal early in the season. Originally scheduled as three events, a fourth was added by popular demand. The beer flight dinners are equivalent to wine tastings. They showcase the Terminal as a special event venue and help promote the regional craft brewing industry. The popularity of the events was such that a similar event was held at the Lewes Terminal, with Dogfish Head Brewing Company as the featured brewery on the west side of the Bay.

At the end of the season, the Ferry hosted its second annual Brews by the Bay festival, featuring a total of 20 craft breweries on the greens by each terminal.

In September the Commissioners of the DRBA once again sponsored the Commissioners Cup football game between the Lower Cape May Regional Caper Tigers and the Cape Henlopen Vikings. The winner claims the Cup. Cape Henlopen leads the series 2-1.

And finally, for the second year, the Ferry offered a Bikers Only Ferry, catering to motorcyclists headed to Ocean City, MD, for the popular Motorcycle show.

FERRY GETS REPOWERED

At the end of the season, the MV Delaware, one of three active vessels in the Ferry fleet, sailed for Staten Island, NY, for dry-docking and installation of new engines. The scheduled dry-docking was expected to cost $3.5 million. The new engines, partially financed by a USEPA grant of $1 million, are more efficient than the old ones, with emissions reduced by nearly 40 percent. The repowering is expected to extend the useful life of the fleet while providing a cleaner environment for the communities served by the Ferries. The Authority also anticipates saving about $130,000 annually in maintenance costs. While at the shipyard, the vessel will have several other modifications completed. The vessel is expected back at work in April 2016.
PRACTICING FOR EMERGENCIES
The Ferry’s Facility Response Plan was tested with an emergency drill at the Cape May Ferry Terminal in May. The drill educated participants on response concepts, plans and capabilities pertaining to oil spill incidents. The drill highlighted the role of various teams as well as the deployment of containment booms (see photo at right).
ABOUT OUR FERRIES

FORTS FERRY RENAMED
The ferry service providing the only access to historic Fort Delaware State Park on Pea Patch Island has a new name: Forts Ferry Crossing.

The renamed ferry service operates a regular schedule between Fort Mott State Park in Pennsville, New Jersey, and Delaware City, Delaware.

The change from Delaware City-Salem Ferry reflected the fact that there will no longer be regular ferry service from the City of Salem. After the reconnection with Fort Mott State Park, ridership increased to Fort Delaware by more than 15 percent. (The ferry service had docked at Fort Mott for 15 years until Superstorm Sandy destroyed the pier facilities.) The two are interconnected, not only as coastal defense forts on the Delaware, but because of Finns Point National Cemetery just north of Fort Mott.

ESCAPE THE CAPE
Escape the Cape, a triathlon in which participants start the event with a 12-foot leap off a CMLF ferry into the Delaware Bay, revisited Cape May in 2015. Another similar event, Escape from Lewes Open Water Classic, had been scheduled but had to be postponed until 2016 because of weather issues. The Lewes event, which adds the scenic terrain of Cape Henlopen State Park to the thrill of jumping from a ferry to begin the race, is expected to be as big a draw as the Escape the Cape event.

CHARGING UP
Two electric vehicle charging stations at the Lewes Ferry Terminal opened for business at the end of March. The Authority received the charging stations through a collaborative research program agreement between the University of Delaware and the Delaware Department of Natural Resources and Environmental Control. The program, “Charging-Up Delaware,” is designed to promote a network of charging stations to facilitate long-distance trips within Delaware with electric vehicles.

NEW OPERATIONS HIRE
After a nationwide search, Michael F McNally of Corydon, Kentucky, has joined the Ferry as assistant director for Ferry Operations. Mr. McNally is responsible for strategic planning, project management, maintenance planning, capital projects, drafting and enacting standard operating procedures and coordination of training efforts. He is a graduate of the United States Merchant Marine Academy.
On October 16, the Authority held its annual Employee Service and Recognition Banquet. The response to the 2015 Employee Recognition Awards Program had been exceptional with the Committee receiving 28 nominations acknowledging more than 100 co-workers in four categories.

TEAMWORK - FRONTIER FLIGHT 1435 REMEDIATION TEAM:

Vince Meconi, Chief Operations Officer, congratulates (from l-r) Carl Melvin, Ken Overton, Jim Lively, Ben Clendaniel, Tabatha Ialacci. Not pictured are Bob Coates, Joe Ewing, Mike Givens, Pat Hogan, Harold Knotts, Paula Krakowski, Don Loper, Vinnie Manetti, Matt Morissette, Tom Pepe and Mike Stewart.

TEAMWORK - DUPONT HANGAR ELECTRICAL EMERGENCY:

Brent Van Lith, Joe Ogden, Jamie Sayers, Tony Arno, Ken Overton, Ryan Dolbow, Carl Melvin. Not pictured are Bob Coates, Joe Ewing, Don Federanko, Mike Givens, Jack Jaeger, Harold Knotts, Vinnie Manetti, Bill Maxwell, Chris Schaal, and Mike Stewart.
SERVICE AWARDS

TEAMWORK - FERRY YARD MAINTENANCE TEAM:
Susan Wiggins and Mike Trojan. Not in photo are Mark Genovese, Jim Harkin, Paula Nickels, Bill Rickards.

OUTSTANDING PERSONAL INTEREST VOLUNTEER OF THE YEAR:
Joseph E. Thomas and Charlotte Crowell, Chief Human Resources Officer

TEAMWORK - NEW CASTLE ADMINISTRATION BUILDING RENOVATION TEAM:
Ryan Dolbow and Tony Arno. Not pictured are Bill Maxwell, Kevin Pettit, Cary Ridley, and Chris Rinehart.

LEADERSHIP:
Dominique Fisher with our Executive Director Scott Green

OPERATIONAL EXCELLENCE - AUTHORITY WEBSITE:
Andrew N. Houghton

CUSTOMER SERVICE:
Vicki A. Keatts with Airports Director Stephen Williams

OPERATIONAL EXCELLENCE - MILLVILLE AIRSHOW:
Elmer E. “Skip” Bowman

SERVICE AWARDS

5 YEARS
- Edith Brako
- Charlotte Crowell
- Andrew Houghton
- Michael Porch
- Qwashion Shelton

10 YEARS
- Brian Austin
- Robert Beard
- Mark Delano
- Darren Diaz
- Francis Faunt
- Denise Ferrigno
- Richard Frasetto
- Leon Gardner
- James Gillespie
- Jason Lamora
- John Loper
- Sandra McKinney
- Bernadette Minton
- Michael Murphy
- Michael Stewart
- Stephen Williams
- Mark Wolf
- Douglas Young

15 YEARS
- Barry Anderson
- Monica Creamer
- Nesmond King
- Donald Loper
- Peggy Mitchell
- Charles Omrod
- Thomas Pepe
- Robert Shepanski
- Charles Short
- Stephen Wasson
- Edward Williams
- Michelle Wright

20 YEARS
- David Brown
- Joseph Clemente
- Christine Findlay
- David Hoppenjans
- Candy Kupchinski
- Amy Littleton
- Robert Owens
- Daniel Slater

30 YEARS
- Joseph Larotonda

35 YEARS
- Michael Lindsay

40 YEARS
- Jay Jones

25 YEARS
- Nikky Fisher
- Stan Hansen
- David Oat
- Scott Rosenberger
- James Sayers
- Gregory Selverd
- Adam Thompson
- David Winch
The Authority’s Police Department was restructured in 2015 in order to streamline operations and more effectively utilize available personnel. Several promotions were made in order to accomplish these goals, including appointing a new chief of staff with the rank of Captain.

PROMOTIONS TO OFFICER RANK

PROMOTIONS TO RANK OF SERGEANT
Shown with Col. Rick Arroyo, from left, are M/Cpl. Clayton Palmer, Cape May-Lewes Ferry; Cpl. Chris Field, Troop 1; M/Cpl. Kristen Todd, CALEA/Training; Pfc. Jeff Weaver, Professional Standards Officer; and Cpl. Phil Hiller, Troop 1.

NATIONAL MEMORIAL SERVICE IN WASHINGTON, DC
DRBA police officers joined Delaware State Police officers at the annual Law Enforcement Police Officers Memorial Service in our nation’s capital in order to pay tribute to police officers nationally who made the ultimate sacrifice.

ANNUAL POLICE MEMORIAL SERVICE IN DOVER
DRBA police officers attended the annual Police Memorial Service in Dover, Delaware, to pay honor to those DRBA Police Officers and other Delaware officers who made the ultimate sacrifice in the line of duty.
The 2015 Delaware River & Bay Authority annual report as well as the 2015 Comprehensive Annual Financial Report can be found on the Authority's website at www.drba.net, under the Press Room tab.