

DELAWARE RIVER AND BAY AUTHORITY

BUDGET & FINANCE COMMITTEE MEETING

Tuesday, November 21, 2017

Delaware Memorial Bridge Complex
New Castle, Delaware

A public meeting of The Delaware River and Bay Authority's Budget & Finance Committee Meeting was held on Tuesday, November 21, 2017, at the Delaware Memorial Bridge Complex, New Castle, Delaware.

Commissioners from New Jersey

PRESENT

Commissioner Smith, Committee Member
Commissioner Wilson, Committee Member
Commissioner Van Sant

Commissioners from Delaware

Committee Vice-Chair Decker
Commissioner Ratchford, Committee Member
Commission Ford, Committee Member
Commissioner Lathem
Commissioner Carey

Chairperson Hogan

Legal Counsel

John Devlin – NJ

Vice-Chairperson Lowe – via phone

Mike Houghton – DE

Governors' Representatives

Craig Ambrose – NJ

Staff

Tom Cook
Frank Minor
Victor Ferzetti
Vince Meconi
Charlotte Crowell
Gerry Owens
Jim Salmon
David Winch
Michelle Hammel
Caroline Walker
Michele Pyle
Jim Danna
Joe Larotonda
Toni DeYoung
Steve Williams
Heath Gehrke
John Sarro
Ginger Ferris Gould

Guest

Randolf Brolo, Laborers Eastern Region
Organizing Fund

1. Vice-Chair Decker opened the Budget & Finance Committee meeting at approximately 9:08 a.m. The Deputy Executive Director (DED) reported that the public meeting of the Budget & Finance Committee had been duly noticed in accordance with the Authority's Freedom of Information Regulations, read the Statement of Notice, and called the roll.

2. Vice-Chair Decker called for a motion to accept the Budget & Finance Committee Minutes from October 17, 2017. Commissioner Ford made a motion, Commissioner Wilson seconded, and the Committee Minutes were accepted.

3. Action Items:

- **RESOLUTION 17-54 – AUTHORIZING AUTHORITY EXPENDITURES
PURSUANT TO RESOLUTION 01-84 FOR THE PERIOD, JANUARY 1, 2017
THROUGH DECEMBER 31, 2017**

The Authority desires to retain Frank Mazza & Son to provide work and materials for two flooring renovation projects; to remove and replace flooring aboard the M/V Delaware and to remove and replace the modular carpet in the Cape May Terminal Food Court and Dining Area.

Commissioner Ford made a motion, Commissioner Wilson seconded, and the Budget & Finance Committee recommended forwarding the Resolution to the full Board for approval. The Resolution will be presented to the full Board for consideration at the November meeting later today.

2018 Operating Budget – Discussion/Review:

The Chief Financial Officer (CFO) reported on the 2018 Operating Budget. These materials were distributed to the Committee in advance of today's meeting for review. The CFO presented and reviewed the following material:

-) Executive Summary
-) Financial Model
-) Revenue Forecast
-) Major Increase/Decreases in Expenditures
-) Divisional Budgets
-) Categorical Budgets
-) Funded Positions
-) Vessel Fuel Budget
-) Insurance Budget
-) Statements of Income and Expense
-) Other Operating Facilities (Economic Development & Airports)

The CFO highlighted on the Financial Model and reported that the 2018 Operating Budget in the amount of \$86,586,286 represents an increase of \$2,521,417 or 3.0% from the 2017 budget and the 2.05x debt service coverage exceeds the required 1.25x coverage. The CFO informed the

Committee that the financial model presented reflected the Authority's capacity to fund a limited CIP in 2018 of \$38 million and approximately \$25 million per year in the out years. Additional revenues will be necessary to support a larger capital plan. Upon questioning, the CFO informed the Committee that he did not believe funding future CIP needs from net operating revenue was a sustainable plan. The CFO reported the Authority anticipates total 2018 Revenues of \$138.8 million, a 2.3% increase from the Adopted 2017 Revenue. The Projected 2018 Revenues represent a 0.7% increase above forecasted year-end revenues of \$137.8 million for 2017. The CFO reported in 2018 the Authority will be making notable assumptions in revenues in areas such as the Delaware Memorial Bridge. The CFO noted that while the 2018 Projected Revenue at the bridge reflects a 1.7% increase in revenues over 2017 Budget Revenues, the 2018 Bridge Revenues represent a 0.5% increase in revenues when compared to the 2017 Projected Year-End revenues. The CFO reported that while overall traffic has remained steady on the bridge, commercial traffic has increased 5.7%. As for Expenses, the CFO highlighted the major areas of increases, decreases and no change in the 2018 Budget. The CFO noted the increase in wages can be attributed to the wage increase of 2% for 2018 and approximated 1% increase in wages due to the reorganization and reassignment of departments and positions in Fiscal Year 2017. The CFO answered Chairperson Hogan's question of why certain administrative positions are allocated to other operating divisions which occurs when 100% of the effort supports the division. Commissioner Lathem questioned Workers' Compensation coverage within the Authority and how has the amount increased. Joe Larotonda, Director of Finance, advised that there is a high deductible and all employees are covered except for Marine. Marine employees are covered under the Protection & Indemnity policy that covers vessels. The CFO reviewed the remaining materials in the handout.

- **RESOLUTION 17-55 – ADOPTION OF THE DELAWARE RIVER AND BAY AUTHORITY'S 2018 OPERATING BUDGET**

The Resolution adopts the Operating Budget in the amount of \$86,586,286. Committee Vice-Chair Decker asked for a motion to adopt the 2017 Operating Budget as presented.

Commissioner Ford made a motion, Commissioner Smith seconded, and the Budget & Finance Committee recommended forwarding the Resolution to the full Board for approval. The Resolution will be presented to the full Board for consideration at the November meeting later today.

4. Open Discussion:

Commissioner Wilson noted her thoughts on the food service changing at the ferry terminals. Heath Gehrke, Director of Ferry Operations, advised that food services offered at the Cape May terminal will be pulled back between November and mid-March to reduce labor costs. Mr. Gehrke noted while snacks and coffee will be still served in the terminal, prepared hot meals will be available for purchase on the vessels. The Executive Director (ED) noted that due to services being slower in the winter months, the Chief Operations Officer (COO) and Mr. Gehrke proposed this decision to scale back on food services to manage expenses. The COO noted that during the winter months the general public does not seem to come to the terminal to eat, but to ride the ferry. Chairperson Hogan questioned the newly powered engines and if any cost savings have occurred. Mr. Gehrke advised on the current uncertainty, but noted the issue of an 11% more load on one

engine which has resulted in higher consumption of fuel. The ED advised that the MV Delaware is currently in the shipyard to put new propellers on. The ED noted that he has met with the Captains and has decided to wait to re-power the two other vessels until all matters with the MV Delaware are functioning properly.

5. With no further business to discuss, Commissioner Wilson made a motion to adjourn and the Budget & Finance Committee adjourned at 9:45 a.m.

DELAWARE RIVER AND BAY AUTHORITY

PERSONNEL COMMITTEE MEETING

Tuesday, November 21, 2017

Delaware Memorial Bridge Complex
New Castle, Delaware

A public meeting of The Delaware River and Bay Authority's Personnel Committee Meeting was held on Tuesday, November 21, 2017, at the Delaware Memorial Bridge Complex, New Castle, Delaware.

Commissioners from New Jersey

PRESENT

Committee Chair Smith

Commissioner Van Sant, Committee Member

Commissioner Wilson

Commissioners from Delaware

Vice-Chair Lathem

Commissioner Carey, Committee Member

Commissioner Decker, Committee Member

Commissioner Ratchford

Commissioner Ford

Chairperson Hogan

Vice-Chairperson Lowe via teleconference

Legal Counsel

John Devlin – NJ

Mike Houghton – DE

Governors' Representatives

Craig Ambrose – NJ

Staff

Tom Cook

Frank Minor

Victor Ferzetti

Vince Meconi

Charlotte Crowell

Gerry Owens

Lt. Col. Dave Winch

Michelle Hammel

Jim Salmon

Caroline Walker

Michele Pyle

Steve Williams

Joseph Larotonda

Toni deYoung

Jim Danna

John Sarro

Heath Gehrke

Guests

Randolf Brolo, Laborers Eastern Region
Organizing Fund

5. Committee Chair Smith opened the Personnel Committee meeting at approximately 9:45a.m. The Deputy Executive Director (DED) reported that the public meeting of the Personnel Committee had been duly noticed in accordance with the Authority's Freedom of Information Regulations, read the Statement of Notice, and called the roll.

6. Committee Chair Smith called for a motion to accept the Personnel Committee Minutes from October 17, 2017. Commissioner Lathem made a motion, Commissioner Decker seconded, and the Committee Minutes were accepted.

3. Committee Chair Smith requested an Executive Session closed to the public to discuss matters of a confidential nature. A motion was made by Commissioner VanSant seconded by Commissioner Lathem, and the Session was closed.

The Chief Human Resources Officer (CHRO) requested permission of Chair Hogan to permit HR employee, Toni deYoung (Pension & Benefits Manager), to remain during Executive Session; permission granted.

The following matters of a confidential nature were discussed:

-) LITIGATION MATTERS
-) PERSONNEL MATTERS

With no further business to discuss in Executive Session, a motion to open the meeting to the public was made by Commissioner VanSant, seconded by Commissioner Lathem and the Session was opened to the public.

4. Action Items:

-RESOLUTION 17-58 – AUTHORIZING AN AMENDMENT TO THE AUTHORITY'S PERSONNEL MANUAL – EQUAL EMPLOYMENT OPPORTUNITY/ANTI-HARASSMENT POLICY

The previous version of the policy permitted multiple points of intake for any complaints under this policy. The policy has been amended to create a centralized point of intake for all complaints, including an alternate reporting method for complaints with conflict of interest. The revised policy makes clear that supervisors shall refer all complaints made to them through the new reporting process. The Authority has engaged the services of a complaint hotline provider to assist in this endeavor. The hotline will accept calls via an 800 number or through a web-based complaint form.

Commissioner Lathem made a motion, Commissioner VanSant seconded, and the Personnel Committee recommended forwarding the Resolution to the full Board for approval. The Resolution will be presented to the full Board for consideration at the November meeting later today.

- RESOLUTION 17-59 – AUTHORIZING AN AMENDMENT TO THE DELAWARE RIVER AND BAY AUTHORITY’S RESTATED RETIREMENT PLAN, FOR RETIREES REHIRED AS CASUAL EMPLOYEES ON OR AFTER JANUARY 1, 2018

The Pension Plan amendment will permit retirees to be re-employed in casual positions without jeopardy to their current retirement benefits and without jeopardizing the qualified status of the Retirement Plan.

Commissioner Lathem made a motion, Commissioner Decker seconded, and the Personnel Committee recommended forwarding the Resolution to the full Board for approval. The Resolution will be presented to the full Board for consideration at the November meeting later today.

5. With no further business to discuss, Commissioner Lathem made a motion to adjourn and the Personnel Committee adjourned at 10:30am.

DELAWARE RIVER AND BAY AUTHORITY

ECONOMIC DEVELOPMENT COMMITTEE MEETING

Tuesday, November 21, 2017

Delaware Memorial Bridge Complex
New Castle, Delaware

A public meeting of The Delaware River and Bay Authority's Economic Development Committee Meeting was held on Tuesday, November 21, 2017 at the Delaware Memorial Bridge Complex, New Castle, Delaware.

Commissioners from New Jersey

PRESENT

Committee Vice-Chair Van Sant
Commissioner Wilson, Committee Member
Commissioner Smith

Commissioners from Delaware

Committee Chair Ford
Commissioner Ratchford, Committee Member
Commissioner Carey, Committee Member
Commissioner Decker
Commissioner Lathem

Chairperson Hogan

Vice-Chairperson Lowe via teleconference

Legal Counsel

John Devlin – NJ

Mike Houghton – DE

Governors' Representatives

Craig Ambrose – NJ

Staff

Tom Cook
Frank Minor
Victor Ferzetti
Vince Meconi
Charlotte Crowell
Gerry Owens
Lt. Col. Dave Winch
Jim Salmon
Michelle Hammel
Caroline Walker
Michele Pyle
John Sarro
Steve Williams
Brent Van Lith
Alyona Stakhovskaya

Guests

Randolf Brolo, Laborers Eastern Region
Organizing Fund

7. Committee Chair Ford opened the Economic Development Committee meeting at approximately 10:30. The Deputy Executive Director (DED) reported that the public meeting of the Economic Development Committee had been duly noticed in accordance with the Authority's Freedom of Information Regulations, read the Statement of Notice, and called the roll.

8. Committee Chair Ford called for a motion to accept the Economic Development Committee Minutes from October 17, 2017. Commissioner Ratchford made a motion, Commissioner Carey seconded, and the Committee Minutes were accepted.

3. Action Items:

RESOLUTION 17-56 AUTHORIZING THE EXECUTION OF A LEASE AGREEMENT BETWEEN THE DELAWARE RIVER AND BAY AUTHORITY AND PENTAGON PERFORMANCE, INC., REGARDING THE MILLVILLE AIRPORT

The Delaware River and Bay Authority owns a hangar facility commonly referred to as Boeing Hangar A at the Millville Airport. Pentagon Performance wishes to lease 13,567 sq. ft. of this facility in order to operate a drone manufacturing and training program. Additional hangar space will be used for any required flight training and leased separately through a license agreement when utilized. DED Minor noted Pentagon will terminate their existing lease at Hangar 112 to expand in Hangar A. They will relocate their home office to this location and hire an additional 25 employees.

CFO Ferzetti reviewed the terms of the lease for the 13,000 sq. ft. which tiers up: 1st year \$5 sq. ft. for \$64,000; 2nd year \$5.50 for \$74,000 and 3rd year \$6.00 for \$81,000.

Commissioner Ford inquired of any new tenants for the departed hangar; CFO Ferzetti there was a prospect.

After discussion, Commissioner Wilson made a motion, Commissioner Carey seconded, and the Economic Development Committee recommended forwarding the Resolution to the full Board for approval. The Resolution will be presented to the full Board for consideration at the November meeting later today.

RESOLUTION 17-57 AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A PURCHASE AGREEMENT AND LEASE AMENDMENT WITH THE STATE OF DELAWARE AND WILLIAM MOSLEY

William Mosley owns approximately 6.5 acres directly adjacent to the Delaware Airpark. A new runway has been constructed at the Airpark and in a recent assessment of the approaches to the new runway it was determined that there were obstructions to the approach on Mr. Mosley's property. The FAA has determined that the property will be required for future growth of the airport and as such believe the acquisition price to reimbursable by FAA Grant. In order to ensure no impacts to the approaches of the Airpark. The airport is acquiring the property.

DED Minor noted this is an acquisition with 90 % reimbursement.

CFO Ferzetti stated this is a technical change with the prior authorizing resolution. Since the landowner doesn't need to move promptly, this will move the land acquisition to the State immediately.

After discussion, Commissioner Ratchford made a motion, Commissioner VanSant seconded, and the Economic Development Committee recommended forwarding the Resolution to the full Board for approval. The Resolution will be presented to the full Board for consideration at the November meeting later today.

4. Open Discussion

Commissioner Wilson commented she reviewed the progress of the Cape May airport and it is progressing nicely.

ED Cook noted the project is close to completion with the County and Verizon resolving the moving of the utility poles as of last Friday.

5. With no further business to discuss, Commissioner VanSant made a motion to adjourn and the Economic Development Committee adjourned at 10:35.

**DELAWARE RIVER AND BAY AUTHORITY
PROJECTS COMMITTEE MEETING**

November 21, 2017

Delaware Memorial Bridge Complex
New Castle, Delaware

A public meeting of The Delaware River and Bay Authority's Projects Committee was held on Tuesday, November 21, 2017, at the Delaware Memorial Bridge Complex, New Castle, Delaware.

Commissioners from New Jersey

PRESENT

Committee Chair Van Sant
Commissioner Smith
Commissioner Wilson

Chairperson Hogan

Legal Counsel

John Devlin - NJ

Governors' Representatives

Craig Ambrose - NJ

Staff

Tom Cook
Frank Minor
Vincent Meconi
Victor Ferzetti
Gerry DiNicola Owens
Charlotte Crowell
David Winch
Jim Salmon
Steve Williams
Heath Gehrke
John Sarro
Brent Van Lith
Caroline Walker
Alyona Stakhovskaya
Michele Pyle

Commissioners from Delaware

Committee Vice-Chair Ratchford
Commissioner Carey
Commissioner Decker
Commissioner Ford, Committee Member
Commissioner Lathem, Committee Member

Vice-Chairperson Lowe – via teleconference

Mike Houghton - DE

Guests

Randolf Brolo, Laborers Eastern Region
Organizing Fund

1. Committee Chair Van Sant opened the Projects Committee meeting at approximately 10:38 a.m. and reported that the public meeting of the Projects Committee had been duly noticed in accordance with the Authority's Freedom of Information Regulations and that there was a quorum.
2. Committee Chair Van Sant called for a motion to accept the Projects Committee Minutes from October 17, 2017. Committee Chair Van Sant made a motion, Commissioner Ford seconded, and the Committee Minutes were accepted.
3. Resolutions: None
4. Bid Openings: None
5. Contract Close-Out Actions:

) DMB-15-06 SPOT REPAIR AND OVERCOAT WEST TRUSS SPANS, FIRST STRUCTURE

The title of the close-out describes what work was performed for the Authority. The final contract amount is \$3,446,000.00 The COO recommended close-out of the contract and final payment to Atlas Paining and Sheeting Corporation of Amherst, NY. A motion was made by Commissioner Van Sant, seconded by Commissioner Lathem, and the Projects Committee concurred with the recommendation and authorized the close-out action to be presented to the full board at the November meeting later today.

) WWD-15-01 REHABILITATE RUNWAY 1-19- and PHASE I

This project close-out was on the last month's agenda but did not pass the vote due to an improperly recorded abstention. The title of the close-out describes what work was performed for the Authority. The final contract amount is \$4,753,067.79 The COO recommended close-out of the contract and final payment to South State Inc., of Bridgton, NJ. A motion was made by Commissioner Van Sant, seconded by Commissioner Ratchord, and the Projects Committee concurred with the recommendation and authorized the close-out action to be presented to the full board at the November meeting later today.

6. Contractor Payment (through October): The COO reviewed for the Committee the monthly construction contractor payments to be made for the work completed through October.
7. Miscellaneous Items/Updates:

) DISCUSSION OF MILLVILLE AIRPORT OFFICIAL NAME

The COO stated that the Authority would like to officially rename Millville Municipal Airport to Millville Executive Airport. Steve Williams, Director of Airports, explained why

the name change was being considered. The Authority is continuously trying to properly place its airports within the markets where they sit. Each of the Authority's airports has its unique character and location. Together with the FAA, we are constantly looking for how to best market the airports for specific aircraft use. Millville's current name does not lend a definition on what type aircraft it is being used for. The end users might overfly the airport because we do not give them the idea of what type of services we are offering. The term "executive" is to both identify the market and let the user know what type of services are available, such as jet service, for which it is commonly used. In the mind of the user, "executive" also defines that there is no commercial service offered at the airport. There are other airports using the name "executive" located on the fringe of large metropolitan areas helping relieve major airports in those areas. All these airports serve the same purpose of providing access for the people who fly business jets into a metro area without going into large commercial airports. The way we market Millville airport is just for that purpose. We would like to inform people who might be coming to Philadelphia or South Jersey that this airport has long enough runway, fuel and services particular to businesses jets.

The Board discussed the issue of the agency's authority to officially change the name. Williams stated that certain procedure would need to be followed. John Sarro, Manager of Marketing, specified that from the FAA's standpoint, DRBA is the sponsor controlling all aspects of business and compliance on the airport. The agency, thus has the authority, upon an official request, to change the airport's name.

) REVIEW OF BRIDGE CHARITY RUN

Last month our first ever Bridge Charity Run took place last month & went extremely well. There was not a single difficulty and we received a nice plaque from Special Olympics. Now, the question is what to do going forward. Specifically, the 2 questions we were thinking about are 1) would we allow future runs, and 2) if we did, what conditions would we change, if any? To answer the second question first, our strong inclination would be not to change any of the conditions of our successful run. Obviously, the event succeeded from the Special Olympics point of view due to the favorable publicity and the amount of money they raised. It was also a success from the Authority's point of view because of the following:

- We did not spend more than a minimal amount of Authority funds (<\$2,000).
- Law enforcement and public safety personnel donated all their time & equipment & the sponsor took care of all other expenses.
- Traffic delays were minimal – a small backup that lasted about 20 minutes and quickly dissipated as soon as we reopened the lanes.
- Traffic was not greatly inconvenienced because the event was held on a Sunday morning in October & was over in an hour.
- The presence of public safety and military personnel not just as supporters but as the runners themselves gave us a much greater sense of security.

So, our strong recommendation would be to allow another request from the Special Olympics for a 2nd run, if we should get one. However, we should not hold more than one

event a year or make it a commitment beyond one year, in other words, every year depends upon the success of the previous year. We should also not expand the run to the general public since that would run the risk of increasing traffic delays and pose a greater security risk. We should only consider a request from an alternate charity if they were able to meet the same conditions as the Special Olympics, which makes it very unlikely anyone else could meet those criteria.

The CEO stated that although potential security and liability risks were involved, the event was successful due to tremendous commitment from law enforcement and emergency agencies, as well as the ability to meet established criteria for conducting such events. The Board discussed the issue of having future charity runs open to other groups/organizations.

) PRELIMINARY 2018 CAPITAL IMPROVEMENT PROGRAM (CIP)

The COO briefed the Board on the 5 year CIP, the cost drivers and the short-term and the long term picture of the CIP. The skinny and the full CIP versions were presented as alternatives contingent on toll increase. The following is the summary of the COO's briefing:

DRBA
Capital Improvement Program
2018 Preliminary Briefing
November 21, 2017
(all figures in thousands)

DRBA

Capital Improvement Program

Authorized/Expended 2013-2018 (Authority Funds)

<u>Year</u>	<u>Authorized</u>	<u>Expended</u>	<u>Percentage</u>
2018 (F)	81,686 (P)	(D)	(D)
2018 (S)	38,334 (P)	(D)	(D)
2017	98,986 (A)	72,000 (E)	73% (E)
2016	99,275 (A)	56,059 (A)	56% (A)
2015	71,535 (A)	35,487 (A)	49% (A)
2014	55,333 (A)	21,263 (A)	38% (A)
2013	45,455 (A)	20,922 (A)	46% (A)

A=Actual

D=To Be Determined

E=Estimated

F=Full

P=Proposed

S=Skinny

DRBA

2018 Capital Improvement Program

Cost Drivers

- 1) Aging infrastructure
 - a. Bridge spans built in 1951 and 1968 (*50th Anniversary forthcoming!*)
 - b. I-295 constructed 1950s
 - c. Ferry vessels launched 1974-1981
 - d. Airports of World War II vintage
 - e. Unmapped utilities and direct burial of utilities at almost all sites

- 2) Sizeable physical plant
 - a. Billion dollar plus book value
 - b. Replacement value multi-billions
 - c. 126 buildings Authority-wide

DRBA
2018 Capital Improvement Program
The Short Term and the Long Term

- 1) Short term: “Skinny CIP”
 - a. \$38 million available
 - b. Criteria: highest priorities only; maximize available FAA grant funding
 - c. 19 projects already authorized (most under construction)/\$26.4 M
 - d. 6 continuing projects/\$6.5 M
 - e. 4 reduced annual project lines (IT, Minor Capital Improvements)/\$5.2 M
 - f. Only 4 new projects/\$0.2 M

- 2) Long term
 - a. The bridge
 - Completed: Tower repainting, piers
 - In progress: Cable preservation, suspender rope replacement, anchorages
 - Coming up: Ship collision protection
 - The future: Steel repairs, redecking, sandblast-to-metal repainting
 - b. Roadways
 - In progress: I-295 reconstruction
 - Coming up: Rt. 9 bridge, Norfolk RR backwall, Freeman Hwy repaving
 - c. Ferries
 - Next 2 off-seasons will see all 3 vessels in shipyard consecutively
 - Following 2 off-seasons will see repowering of one vessel each
 - Estimated *maximum* life of vessels is 55-60 years
 - d. Airports
 - All airfields now in good shape as result of CIPs leveraged with FAA funding
 - Future capital investments will focus more on tenants (economic development)

DRBA
2018 Capital Improvement Program
Project and Cost List

Skinny CIP projects in green

Full CIP projects in black

For projects on both lists, the Full CIP number is the *added* amount

Previously Authorized	Projects already approved by the Board
Continuing	Projects listed on a previous CIP
Annual	Projects listed every year
New	Projects appearing on this year's CIP for the first time

Out Year (next month)	Projects with no funding until 2019 or later
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<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Bridge Projects					
<u>Previously Authorized</u>					
2	Cable Preservation	Construction	1,350	0	1,350
6	Anchorage Repairs	Construction	1,000	0	1,000
14	Bridge Tower Elevator Retrofit	Construction	1,950	0	1,950
15	Suspender Rope Replacements – Skinny	Construction	800	0	800
<u>Continuing</u>					
18	West Toll Building Chillers Replacement	Design	300	0	300
25	Pin & Link Replacement – Skinny	Bidding	3,300	0	3,300
45	HR/Finance Renovations	Design	350	0	350
50	Ship Collision Protection System	Design	2,000	0	2,000
54	Suspender Rope Replacements – Full	Planning	3,000	0	3,000
71	8 Bay Maintenance Garage	Design	1,500	0	1,500
74	Bridge Monitoring System	Planning	300	0	300
75	Pin & Link Replacement – Full	Bidding	4,700	0	4,700
109	Administration Building 2 nd Floor Renovations	Planning	300	0	300
<u>Annual</u>					
20	Bridge Deck and Pavement Repairs – Skinny	Design	500	0	500
24	Steelwork Repairs – Skinny	Construction	200	0	200
48	Steelwork Repairs – Full	Design	5,100	0	5,100
53	Bridge Span Painting	Design	1,090	0	1,090
55	Bridge Deck and Pavement Repairs – Full	Design	500	0	500

<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Bridge Projects (continued)					
<u>New</u>					
23	Catwalk Repairs – Skinny	Planning	250	0	250
44	ABC Deck Replacement Workshop	Planning	250	0	250
47	Catwalk Repairs – Full	Planning	250	0	250
69	Deck Evaluation	Planning	500	0	500
102	Replace Administration Building Chillers	Planning	50	0	50
103	Tower LED Lighting Improvements	Planning	350	0	350

<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Roadway Projects (including Tolls)					
<u>Previously Authorized</u>					
3	Electronic Toll Collection Equipment Upgrades	Construction	1,200	0	1,200
4	I-295 Southbound Reconstruction	Construction	10,000	2,000	12,000
<u>Continuing</u>					
57	Norfolk Railroad Backwall Replacement	Design	2,500	0	2,500

<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Ferry Projects					
<u>Annual</u>					
5	Vessel Drydocking & Maintenance	Construction	6,450	0	6,450
49	Cape May Maintenance Dredging	Planning	500	0	500
<u>Continuing</u>					
19	Cape May Vessel Fueling System Replacement	Design	1,823	0	1,823
56	Fender Replacements	Design	850	0	850
58	Transfer Bridge Repairs	Design	2,320	0	2,320
59	Lewes Terminal Utility Corridor	Planning	120	0	120
60	Cape May Terminal Utility Corridor	Planning	300	0	300
62	Cape May Food Service Improvements	Planning	110	0	110
63	Cape May Dredge Disposal Site Improvements	Design	1,820	0	1,820
65	Freeman Highway Storage Building	Design	1,400	0	1,400
66	Electrical Signage	Design	500	0	500
67	Cape May Generator Switchgear Replacement	Planning	60	0	60
79	Bank Stabilization and Slip 6 Rehabilitation	Design	250	0	250
<u>New</u>					
51	Lewes On the Rocks Kitchen Expansion	Planning	450	0	450
52	Cape May Kitchen Renovations	Planning	400	0	400

<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Airport Projects					
<u>Previously Authorized</u>					
7	33N Runway Relocation, Package 4	Construction	360	3,240	3,600
8	ILG Master Plan	Development	5	45	50
9	ILG Obstruction Removal	Construction	75	675	750
10	ILG Taxiway B and E Phase 2	Construction	603	5,432	6,035
11	MIV Rehabilitate Runway 10-28	Construction	450	4,442	4,892
12	WWD Obstruction Removal Phase 3	Construction	66	597	663
13	WWD Drainage Swale Improvements Phases 3-4	Construction	131	1,181	1,312
16	ILG Terminal Roof Repair	Construction	950	0	950
17	WWD Deer/Perimeter Fencing	Construction	81	730	811
43	WWD Miscellaneous Tenant Improvements	Construction	210	0	210
<u>Continuing</u>					
21	MIV Fuel Farm Relocation	Design	540	0	540
22	WWD Rehabilitate Apron B	Design	20	198	218
61	ILG Rehabilitate 1-19	Design	5	0	5
64	ILG Utility Survey	Planning	450	0	450
68	33N New Aviation Fuel Farm	Planning	85	0	85
70	33N New Box Hangars	Planning	90	0	90
73	ILG Terminal Façade Improvements	Planning	150	0	150
77	WWD 2 nd Multi-Tenant Building	Design	2,000	0	2,000
78	MIV South Apron Expansion	Planning	23	207	230

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<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Airport Projects (continued)					

Continuing (continued)

80	WWD Rehabilitate 10-28 and Remove Taxiway E	Planning	5	0	5
101	33N Master Plan	Planning	15	135	150
105	33N Expand Apron	Planning	10	0	10

New

42	MIV Rehabilitate North Apron	Planning	5	0	5
46	33N Acquire Land for Airfield Protection	Development	-280	0	-280
72	ILG Emergency Access Road Rehabilitation	Planning	50	0	50
76	ILG Cargo Apron Rehabilitation	Planning	150	0	150
104	Airport Building Assessments, Authority-wide	Planning	450	0	450
106-108	Airport Tenant Improvements	Planning	1,990	0	1,990

<u>Rank</u>	<u>Project</u>	<u>Current Phase</u>	<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
Authority-Wide Projects					
<u>Annual</u>					
1	IT Projects/Upgrades – Skinny	Planning	1,390	0	1,390
95-100	IT Projects/Upgrades – Full	Planning	1,405	0	1,405
26-33	Minor Capital Maintenance – Skinny	Planning	1,847	295	2,142
81-88	Minor Capital Maintenance – Full	Planning	2,998	0	2,998
34-39	Minor Capital Equipment – Skinny	Planning	1,474	0	1,474
89-92	Minor Capital Equipment – Full	Planning	1,671	0	1,671
40-41	Roof & Building Envelope Rehabilitation – Skinny	Planning	451	0	451
93-94	Roof & Building Envelope Rehabilitation – Full	Planning	585	0	585

Totals By Site (Skinny)

		<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
1.	Bridge	12,305	0	12,305
2.	Roadways (including Tolls)	11,200	2,000	13,200
	<i>Cape May Lewes Ferry</i>	<i>9,577</i>	<i>0</i>	<i>9,577</i>
	<i>Forts Ferry</i>	<u><i>10</i></u>	<u><i>0</i></u>	<u><i>10</i></u>
3.	Ferries Subtotal	9,587	0	9,587
	<i>ILG</i>	<i>2,305</i>	<i>6,152</i>	<i>8,457</i>
	<i>MIV</i>	<i>1,279</i>	<i>4,692</i>	<i>5,971</i>
	<i>WWD</i>	<i>1,235</i>	<i>2,706</i>	<i>3,941</i>
	<i>33N</i>	<i>170</i>	<i>3,285</i>	<i>3,455</i>
	<i>CAT</i>	<u><i>20</i></u>	<u><i>0</i></u>	<u><i>20</i></u>
4.	Airports Subtotal	5,009	16,835	21,844
	GRAND TOTALS	38,101	18,835	56,936

Totals By Site (Full)

		<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
1.	Bridge	21,782	0	21,782
2.	Roadways (including Tolls)	2,500	0	2,500
	<i>Cape May Lewes Ferry</i>	12,322	0	12,322
	<i>Forts Ferry</i>	<u>50</u>	<u>0</u>	<u>50</u>
3.	Ferries Subtotal	12,372	0	12,372
	<i>ILG</i>	3,189	0	3,189
	<i>MIV</i>	648	207	855
	<i>WWD</i>	2,426	0	2,426
	<i>33N</i>	360	135	495
	<i>CAT</i>	<u>75</u>	<u>0</u>	<u>75</u>
4.	Airports Subtotal	6,698	342	7,040
	GRAND TOTALS	43,352	342	43,694

Totals By Site (Skinny + Full)

		<u>DRBA Funds</u>	<u>External Funds</u>	<u>Total Funds</u>
1.	Bridge	34,087	0	34,087
2.	Roadways (including Tolls)	13,700	2,000	15,700
	<i>Cape May Lewes Ferry</i>	21,899	0	21,899
	<i>Forts Ferry</i>	<u>60</u>	<u>0</u>	<u>60</u>
3.	Ferries Subtotal	21,959	0	21,959
	<i>ILG</i>	5,494	6,152	11,646
	<i>MIV</i>	1,927	4,899	6,826
	<i>WWD</i>	3,661	2,706	6,367
	<i>33N</i>	530	3,420	3,950
	<i>CAT</i>	<u>95</u>	<u>0</u>	<u>95</u>
4.	Airports Subtotal	11,707	17,177	28,884
	GRAND TOTALS	81,453	19,177	100,630

The Board discussed issues related to Ship Collision Protection project, such as the height of the bridge. The Board also asked for clarification on how Bridge Monitoring project would work. Gerry DiNicola Owens, Chief Information Officer, stated that the IT department together with the Engineering department are working on access and visibility of electronic bridge inspection with the help of smart technology. Another issue discussed was how commercial traffic contributes to wearing the bridge and necessitating re-decking. In the conclusion, the Board also asked for more detail on projected cash surplus in 2018.

8. Open Discussion/Other Issues: None

9. With no further business to discuss, Committee Chair Van Sant made a motion to adjourn seconded by Commissioner Lathem and the Projects Committee adjourned at 11:34 a.m.