



# Community CONNECTION

A PUBLICATION OF THE DELAWARE RIVER & BAY AUTHORITY

## Refinancing bonds saves DRBA interest

The DRBA refinanced two outstanding bond series in September which will save the Authority more than \$3 million beginning in 2006.

The refunding series of bonds totalled \$53.67 million which will redeem the outstanding 1993 and 1996 Bond Series.

DRBA Chairman F. Michael Parkowski said that investor interest in the Authority's offering was robust. He noted that because of that interest, "The Authority was able to achieve lower yields on most maturities which resulted in a net present value savings of 5%." The annual savings will be deposited in the Authority's General Fund.

## Oyster industry studied

The DRBA has agreed to be a co-operating agency with the U.S. Army Corps of Engineers (USACE) in a Oyster Revitalization Study. According to James T. Johnson, Jr., Executive Director of the DRBA, "If the projected growth in the oyster population in the Delaware Bay is realized, the program could ultimately expand the economic base and employment opportunities for the coastal communities in both states (Delaware and New Jersey)."

The Oyster Industry Task Force estimates a potential economic impact of \$45 million to Delaware Bayshore communities.



## Cape May-Lewes Ferry System marks 40th anniversary in 2004

In July, the Cape May - Lewes Ferry celebrated its 40th Anniversary as a vital tourism and transportation link connecting Victorian Cape May, New Jersey, and Historic Lewes, Delaware. Since its inception, more than 11 million vehicles and 34 million passengers have crossed the 17-mile mouth of Delaware Bay via vessels of the Cape May-Lewes Ferry.

The origin of this marine link between New Jersey and Delaware dates back to shortly after the construction of the original span of the Delaware Memorial Bridge when a compact to create the

"Delaware River and Bay Authority" (DRBA) was signed. Part of the mission of the newly created DRBA was to address the need for another bay crossing, most likely a ferry, between Cape May and Lewes.

In the early 1960s, Virginia decided to proceed with the construction of the Chesapeake Bay Bridge-Tunnel project which made available the fleet of ferry vessels that had been used to cross the Chesapeake Bay. The timing was perfect for the newly created ferry

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**DRBA: People serving people**



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DELAWARE RIVER & BAY AUTHORITY

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EDITOR

James E. Salmon

*Community Connection* is a publication of the Delaware River and Bay Authority. For further information, please contact the DRBA at PO Box 71, New Castle, DE 19720, or call 302.571.6300, fax 302.571.6367, visit our website at [www.drba.net](http://www.drba.net), or email us at [contactus@drba.net](mailto:contactus@drba.net).

Meet The DRBA Commissioners

Appointed as a DRBA Commissioner by Gov. Ruth Ann Minner in 2001, Samuel E. Lathem of Bear, Delaware, has been a UAW International staff member for the Chrysler division since 1999; he has been a member of the Chrysler Newark Assembly Plant UAW Local 1183 since 1965.



Lathem

Mr. Lathem also contributes his time, talents and energy to many other organizations: he is a Board member of Diamond State Port Corporation, Junior Achievement, Delaware Council of Vocational Education, the Task Force on High School Graduation Requirements, and the Workforce Development Council.

In addition, Mr. Lathem volunteers his time and efforts to the success of a number of community-based civic organizations, including the United Negro College Fund, USAW-4H Summer Camp for inner city youth, and the NAACP.

Mr. Lathem's term on the DRBA Board extends to 2005.



Koebig

Maureen T. Koebig who resides in Cape May Court House, New Jersey, was appointed to the DRBA commission by former Gov. Christine Todd Whitman in 1996.

Mrs. Koebig earned an associate of arts degree in liberal arts at the College of Saint Elizabeth in New Jersey and has taken business courses at Seton Hall University.

A former substitute teacher at the Special Services School in Ocean Academy, Mrs. Koebig was the owner, creator and decorator of hand-crafted items for Koebig's Kottage Crafts.

She donates her time and talents to many organizations; she is a member of the Board of Trustees of Burdette Tomlin Memorial Hospital Foundation and first vice president of Burdette Tomlin Memorial Hospital Auxiliary; she is active with the Twigs Volunteer Organization, Wetlands Institute Volunteers, and Middle Township Schools.

Her current term as a DRBA commissioner extends to 2006.

Cape May-Lewes Ferry conducts market research

Over the past five years the Cape May - Lewes Ferry has experienced a steady decline in vehicle and passenger customer usage. The Elliott Bay Design Group of Seattle, Washington, a marine engineering and architectural firm, has been chosen by the Authority to conduct a market research analysis project to determine the causes for the traffic decline as well as suggest remedies to the underlying causes. The one-year project is not to exceed a pricetag of \$250,000.

Some factors that are suspected of

affecting traffic on the ferry system include cost, customers' experiences, transportation alternatives and infrastructure improvements, the region's demographic trends and marketing.

Each factor will be analyzed by the Elliott Bay Design Group's team of experts. The research team's report will also include information on customer preferences, strategy improvements, "untapped" potential market segments and ways to increase support from the local tourism community.

**DRBA airports obtain federal funding for infrastructure improvements**

The Delaware River and Bay Authority has secured nearly \$6 million in federal Airport Improvement Program funds to rehabilitate runway and taxiway lighting, implement drainage improvements, and install perimeter security fencing at its Millville and Cape May Airport facilities. The improvements are expected to attract new business and jobs for area residents.

In making the grant announcement, U.S. Representative Frank A. LoBiondo emphasized the economic benefits and economic development impact of the federal grants. "The new upgrades and increased capabilities will attract additional businesses because the airport will be able to accept new types of aircraft in greater numbers," LoBiondo said. "The new changes

in the airport will build a foundation that can attract new jobs to the area and help the local economy."

According to James T. Johnson, Jr., Executive Director of the DRBA, federal monies are vital to smaller airports.

"For many general aviation facilities

to exist and function properly, federal funding for infrastructure enhancements and security improvements is critical," Johnson remarked.

He noted, "If general aviation facilities lack the necessary infrastructure components and proper security measures, the airports will not have the foundation required for continued aviation success or business development growth."

Using its economic development powers, the DRBA welcomed both the Cape May and Millville airport facilities into its transportation family in 1999. The Authority operates both facilities under long-term lease agreements with the local government owners. The DRBA also leases and manages three airports in Delaware.



*U.S. Representative Frank LoBiondo is joined by Donald Rinear, Deputy Executive Director of DRBA; Lewis Thompson, Millville Municipal Clerk; and Hugh McElroy, Chairman of the Millville Army Airfield Museum, at a news conference to announce the federal funding.*

**DRBA continues tradition of community outreach and support**

**DRBA gives financial help to Richardson School project**

As part of its continuing community outreach efforts, the DRBA Board approved financial assistance to Historical and Education Lodge-Hall Preservation, Inc. (HELP) to support the community-based organization's efforts to renovate the Richardson Avenue School, Swedesboro, NJ. The Richardson School served as a school for African-American children from 1931 to 1942. Its structure is the only remaining school building in New Jersey that specifically served black students.

In the photo above right, Dr. Warren S. Wallace, vice chairman of the DRBA, presents a check for \$10,000 to representatives of HELP for the project.



**DRBA provides scholarship funding for DSU students**

In 2002-2003 155 Delaware State University students with 3.0 or higher grade points did not return to the university because they lacked the financial means to continue their studies.

In order to help deserving students like those mentioned above, the DRBA has contributed \$10,000 to fund scholarships for high-achieving students in their junior or senior years who lack the funding to complete their education.

In the photo below left, DRBA Commissioner Gary B. Patterson (at right) presents a DRBA community contribution for scholarships to DSU President Dr. Allen Lee Sessoms.



Community Connection  
DRBA  
PO Box 71  
New Castle, DE 19720

## A PUBLICATION OF THE DELAWARE RIVER & BAY AUTHORITY

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## Visit the Breakwater East End Light and walk in the steps of the keeper

Have you ever wondered what it was like to live in a lighthouse? Would you like to climb cast-iron steps to the top of a light for a breathtaking view of the Cape Henlopen seascape? If so, then “keep watch” in the coming months for tours of the historic Delaware Breakwater East End Lighthouse.

Rising 56 feet above the waters of the Delaware Bay, the Light guarded the cape and its maritime community for more than one hundred years until it was

decommissioned in 1996. Thanks to a partnership between the Delaware River & Bay Authority (DRBA) and the Dela-

ware River & Bay Lighthouse Foundation (DRBLHF), the beacon will welcome visitors beginning next year.



Delaware Breakwater  
East End Lighthouse

DRBLHF, visit the Foundation’s web site at [www.delawarebaylights.org](http://www.delawarebaylights.org).

### Ferry System

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service for the Twin Capes region. In 1963, the DRBA purchased four ferry vessels from the Chesapeake Bay and Tunnel District for \$3.3 million. The four vessels were rechristened the SS Delaware, SS New Jersey, SS Cape May and MV Cape Henlopen. Finally, after many years of planning, the Cape May - Lewes Ferry launched its first vessel on July 1, 1964 from the Lewes terminal.

During the first full year of operation, 161,000 vehicles and 542,000 passengers rode the ferry, compared to projections of 200,000 vehicles and 377,000 passengers. In 1972, the DRBA had three new ferry vessels built. But as traffic and revenue increased, the system again ran out of capacity. In June 1981 the MV New Del, later renamed the MV Cape Henlopen, was put into service. Four years later, a fifth new vessel, named the MV Cape May, joined the fleet. Today, after 40 years, the Cape May-Lewes Ferry system operates five modern vessels.

Call 1-800-64 FERRY for reservations or make reservations on-line at [www.capemaylewesferry.com](http://www.capemaylewesferry.com).