



# PRESS RELEASE

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## **DRBA Commission Adopts 2026 Capital Improvement Program *Allocates Over \$161 Million to Improve Vital Infrastructure Projects***

**NEW CASTLE, Del.** —The Delaware River and Bay Authority (DRBA) Commissioners have adopted the agency's 2026 Capital Improvement Program (CIP) along with an Authority-wide Five-Year Strategic Plan for the agency's airports and crossing facilities. The 2026 CIP of \$161,760,000 is comprised of \$134,343,000 in Authority resources and \$27,417,000 in federal, state, and local grant funds. The board action took place at the bi-state agency's monthly meeting held in the James Julian Boardroom at the DRBA Administrative Complex in New Castle, Delaware.

"The Authority is responsible for vital transportation services that connect people and places in the heart of the northeast corridor," said Vince Meconi, Chief Operations Officer for the DRBA. "Millions of people rely on our transportation services, and the implementation of this 5-Year CIP will ensure that our customers continue to experience them safely and efficiently."

The Five-Year Strategic Plan contains more than 125 projects which includes major capital improvement, minor capital maintenance, minor capital equipment purchases, and automation/telecom upgrades at the Delaware Memorial Bridge, the Cape May-Lewes Ferry, the Wilmington Airport, the Millville Executive Airport, the Cape May Airport, the Delaware Air Park, and the Civil Air Terminal and serves as a planning tool for long-term infrastructure needs and resource allocation.

The complete 2026 Capital Improvement Program (CIP) can be found at <https://www.drbainc.org/> and includes the following major projects:

**All Electronic Tolling – DMB:** The current toll collection system at the Delaware Memorial Bridge is at end of life and in need of replacement as many components of the original system are no longer manufactured. The tolling industry is moving away from traditional toll collection (cash and electronic) to all electronic tolling. Maryland, Pennsylvania, and New York are now all electronic and tolling agencies in New Jersey have either already transitioned or are moving in that direction. This project would replace the existing system with a cashless solution and would include the construction of a new high speed overhead gantry, lane

reconfiguration/plaza software/hardware equipment, and the demolition of the existing toll plaza. This project has an estimated DRBA cost of \$34 million over the next four years.

**Fall Prevention Fencing and Wind Protection – DMB:** The project aims to install anti-climb mesh fencing along both spans of the Delaware Memorial Bridges and provides mitigation measures to protect the bridge against extremely high winds. This project has an estimated DRBA cost of \$5,087,000 to complete this year.

**DMB Power Cable Replacement – DMB:** The medium voltage cable system is a continuous loop between structures 1 and 2. The line carries 12.6kv and provides power to all electrical equipment and systems on the DMB. The line is approximately 25 years old and approaching the end of its service life due to vibrations on the DMB, age, exposure to UV and other environmental impacts. The first phase replaces the cable between Anchorage 1D and Pier 1E-5. This project has an estimated DRBA cost of \$5.3 million over the next five years.

**I295 NB/Bridge 1 Widening – DMB:** Bridge 1 currently carries three lanes of traffic on I-295N with two narrow shoulders. The condition of the structure is deteriorating, and the width of the structure is insufficient to support needed maintenance and rehabilitation efforts. With DelDOT's recent completion of the I-295N widening effort, this project aims to replace and widen the superstructure to address deficiencies and improve the lane geometry for future maintenance. This project has an estimated DRBA cost of \$22.2 million over the next five years.

**Worker Fall Protection – DMB:** The catwalks under the bridges are original to the Delaware Memorial Bridges and are not up to current safety standards. The project programs the installation of lifelines and railing improvements throughout the catwalk system for proper fall protection. This project has an estimated DRBA cost of \$12.6 million over the next five years.

**Annual Maintenance Bridge Span Painting – DMB:** A portion of the Delaware Memorial Bridge is painted every year to protect the structural steel on specific spans. The project programs funds to have deficient areas cleaned to bare metal and recoat with a 3- layer protective overcoat system. This project has an estimated DRBA cost of \$33.4 million over the next five years.

**New Vessel Construction – CMLF:** Due to the age of the existing fleet, programming the construction of new vessels is necessary. This project programs the construction of the first new vessel. This project has an estimated cost of \$71 million over the next five years, with federal grants funding approximately \$25.7 million of that total.

**Annual Vessel Maintenance & Dry Docking – CMLF:** The project programs annual capital expenditures for the three (3) vessels, particularly in areas that preserve these assets and improve passenger safety and operational reliability. Planned projects include but are not limited to: vessel shipyard dry-dockings, purchase of life saving equipment, seating

replacements, systems efficiency upgrades, generator overhauls, and miscellaneous improvements. This project has an estimated DRBA cost of \$57 million over the next five years.

**Beach Drive Improvements – CMLF:** Pavements along Beach Drive in Cape May are deteriorating and improvements are necessary. The project proposes the design and construction of improvements for Beach Drive, including replacement of utilities and highway signage. This project has an estimated DRBA cost of \$1.3 million.

**Cape May Terminal Utility Corridor – CMLF:** This is the first phase of implementing the Cape May Master Plan and it addresses the aging utility infrastructure. The project proposes the design and installation of a new centralized utility corridor which will allow for easier access and maintenance. This project has an estimated cost of \$15.4 million this year and next. The project is partially funded in the amount of approximately \$2.7 million in grant funding administered by the New Jersey Department of Transportation.

**Cape May Approach Roads Rehabilitation – CMLF:** Pavements at the toll approach are deteriorating and improvements are necessary to maintain expected levels of service at the Cape May Terminal. The project proposes the design and construction for roadway reconfigurations at the terminal entrance, improvements to the approach roads, and the replacement of Cape May highway signage. This project has an estimated cost of \$9 million over the next two years, with approximately \$3.8 million in grant funding administered by the New Jersey Department of Transportation.

**Hangar 1 Renovations - ILG:** The maintenance complex located entirely within the secured perimeter of the Delaware Air National Guard at Wilmington Airport is inadequate. This project budgets the renovations to Hangar 1 to provide a single facility to accommodate the needs of the maintenance department, airport administration, and airport operations. This project has an estimated cost of \$6.3 million over the next two years.

**Passenger Parking Expansion – ILG:** This project expands parking facilities at the airport to accommodate commercial air service growth. This project programs the design and construction of all necessary updates and expansions. This project has an estimated DRBA cost of \$4,240,000 in 2026.

**Hangar 2 Tenant Repairs – ILG:**

Within the former Dassault campus, necessary renovations are required to utilize the space commonly referred to as Hangar 2. This project programs the evaluation, design, and renovations of Hangar 2 to allow for leasing to new commercial tenants. This project has an estimated cost of \$2,704,000 in 2026.

**New Box Hangars – MIV:** There is need for additional hangars at Millville Airport. The project programs the design and construction of new box hangars to address this demand. This project

has an estimated cost of \$3.6 million, with approximately \$1.5 million funded by the Federal Aviation Administration.

**Rehabilitate Taxiways "A", "C", and "G" – MIV:** In accordance with the findings of the latest Pavement Management Study Taxiways A, C, and G need to be repaired. The project programs the design and construction costs for these repairs to include pavement resurfacing, lighting, signage, and associated drainage improvements. This project has a total cost of \$5.9 million over the next three years, with approximately \$5.3 million funded by the Federal Aviation Administration.

#### **About the Delaware River and Bay Authority**

The DRBA, a bi-state governmental agency created by Compact in 1962, owns and operates the Delaware Memorial Bridge, the Cape May- Lewes Ferry, and the Forts Ferry Crossing. The DRBA also manages two airports in New Jersey (Millville Executive Airport and Cape May Airport) and three in Delaware (Wilmington Airport, Civil Air Terminal and Delaware Airpark). All DRBA operating revenues are generated through bridge, ferry and airport facilities. For more information, visit [www.drba.net](http://www.drba.net).