AGENDA

- Approval of the Agenda
- Approval of the Minutes
- Update on Port of Wilmington Activities
- Secretary’s Briefing
- Review of Public Comments from CTP Hearing
- CTP Path Forward
- Public Comment
Update on Port of Wilmington
Diamond State Port Corp (DSPC)

- 1923 – first ship called at the Port
- 1995 - owned by the State of Delaware and operated by the DSPC
- Landlord, terminal, warehouse operator & direct employer
- Board: Five cabinet members + Co-chairs of the Bond Bill Committee sit on the DSPC board; total members - 15

Right Place. Right Size.
Delaware’s Seaport - Overview

- 400 ships & 6.8m tons annually
- Diverse cargo portfolio
- National leadership in key import/export commodities
- State investment of $199m for port development... Port returned >$439m in tax revenue
- Economic Impact:
  - 5,900 family sustaining regional jobs
  - $436m in annual business revenue
  - $41m in regional annual tax revenue
  - $409m in personal income for State & region
Port Overview & Infrastructure

- Landlord, terminal, warehouse operator & direct employer
- 308 acres at the confluence of the Christina and Delaware Rivers
- 1st major port on Delaware River – only 63 mi /4 hrs from Atlantic
- 7 ships berths for cargo operations & a multi-purpose berth – ideal for RoRo; drafts to 38 ft MLW
- 800,000 sf of cold storage in 6 warehouses
- 250,000 sf dry warehouse space with covered rail service
- 59 acres outside storage
- Foreign Trade Zone (FTZ)
Cargo Portfolio

- Fresh tropical & deciduous fruit
- Containerized cargo
- Juice concentrate
- Vehicles & RoRo (Roll-on-Roll-off)
- Dry & liquid bulk
- Breakbulk (steel + forest products)
- Project cargo
- Wind turbine components
- Livestock
Competitive Advantages

- Supply chain logistics
  - Center of US Mid-Atlantic region
  - Overnight access to 1/3 of US & Canadian consumers
  - 6 hr round voyage savings vs. Phila/Camden
  - Multiple berths
  - One-quarter mile from I-495 highway
  - On-dock rail service by NS & CSXT with shared access
  - Supportive DelDOT permitting & State Trooper escort services
Moving Forward
Tomorrow is Not Today on the Same Path...
# Port Cargo Statistics

## Port Statistics - CY 2011-2015

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Total annual vessel calls</strong></td>
<td>408</td>
<td>382</td>
<td>367</td>
<td>367</td>
<td>383</td>
</tr>
<tr>
<td><strong>CARGO MIX</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Short Tons (,000s)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Total non-containerized cargo</strong></td>
<td>488</td>
<td>491</td>
<td>629</td>
<td>462</td>
<td>529</td>
</tr>
<tr>
<td><strong>Total containerized cargo</strong></td>
<td>1,750</td>
<td>1,872</td>
<td>2,002</td>
<td>2,169</td>
<td>2,269</td>
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<tr>
<td><strong>Total dry bulk cargo</strong></td>
<td>1,451</td>
<td>1,340</td>
<td>1,272</td>
<td>1,829</td>
<td>2,115</td>
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<tr>
<td><strong>Total liquid bulk cargo</strong></td>
<td>1,395</td>
<td>1,372</td>
<td>1,302</td>
<td>1,665</td>
<td>1,965</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>5,084</strong></td>
<td><strong>5,076</strong></td>
<td><strong>5,205</strong></td>
<td><strong>6,125</strong></td>
<td><strong>6,878</strong></td>
</tr>
</tbody>
</table>
Truck Metrics

- Tomorrow’s roadway is certainly not today’s path … it will be more congested!
- Truck gate passes – truck count
  - FY 2015 159,744
  - FY 2016 166,531 - plus 6,787 or 4.2%
- Truck inbound and outbound trips – roadway impact
  - FY 2015 319,488
  - FY 2016 330,062 - plus 13,574 or 4.2%
## Capital Funding

### Projects with Grant Funding (in $'000)

<table>
<thead>
<tr>
<th>Project</th>
<th>Grant Funding</th>
<th>Bond Bill</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal</td>
<td>State</td>
<td></td>
</tr>
<tr>
<td>Port Security related</td>
<td>$ 4,812</td>
<td>-</td>
<td>$ 148</td>
</tr>
<tr>
<td>Flood Abatement</td>
<td>$ -</td>
<td>$ 712</td>
<td>$ 4,772</td>
</tr>
<tr>
<td>Berth 5 &amp; 6 Rehabilitation</td>
<td>$ 10,000</td>
<td>$ 9,288</td>
<td>$ 294</td>
</tr>
</tbody>
</table>

Subtotal: $ 14,812 $ 10,000 $ 5,214 $ 30,026
## Major Capital Projects

### Major Current Capital Projects (in $'000)

<table>
<thead>
<tr>
<th>Project</th>
<th>Budget</th>
<th>Spent</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Cranes</td>
<td>$25,450</td>
<td>$20,581</td>
<td>$4,869</td>
</tr>
<tr>
<td>Berths 5 &amp; 6</td>
<td>$19,582</td>
<td>$9,396</td>
<td>$10,186</td>
</tr>
<tr>
<td>Tenants improvements</td>
<td>$14,615</td>
<td>$1,928</td>
<td>$12,687</td>
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<tr>
<td>Flood Abatement</td>
<td>$5,484</td>
<td>$3,189</td>
<td>$2,295</td>
</tr>
<tr>
<td>Berths 2 &amp; 3</td>
<td>$4,500</td>
<td>$</td>
<td>$4,500</td>
</tr>
<tr>
<td>Sprinkler System upgrades</td>
<td>$1,500</td>
<td>$</td>
<td>$1,500</td>
</tr>
<tr>
<td>Warehouse B Roof</td>
<td>$1,000</td>
<td>$</td>
<td>$1,000</td>
</tr>
</tbody>
</table>

$72,131 $35,094 $37,037
Berth 5 Reconstruction

December 13, 2016
Kocks Crane Parts (Beam Girders) ex HHL Mississippi (Poland)
Kocks Crane Parts (E & M Houses) in Assembly Area ex HHL Mississippi (Poland)
Kocks Crane Parts (Legs) ex Texel (Vietnam)
Potential Expansion Sites
Strategic Master Plan

• Existing Port capacity
  ● Consulting team met with existing tenants, customers, & tenants to determine operational requirements
  ● Key findings:
    ★ With 2 new cranes, the Port can accommodate an additional container user & new Dole calls, but after that it will be difficult to handle further organic growth
    ★ Backland is also operating at-capacity for existing users, especially Dole & Chiquita

• Market Demand Forecast
  ● The prospects for trade growth
    ★ Positive outlook for the next 5 years with volume gains in 4% to 8% range
    ★ Longer term volume gains will be limited to 2% yearly, owing to changing demographics & customer behaviors
SMP Alternative – Expand Existing Port

Objectives

- Expand gantry crane range by extending rail to Berth 7 and to the floating berth
- Shift from palletized cargo for fruit containers
- Relocate petroleum operations to Ro-Ro berth to alleviate dredging issues
- Create additional backland to support expanded container operations
- Relocate/Reconfigure main gate
- Move non-water dependent uses off terminal
- Alleviate dredging issues at existing petroleum berth
- Utilize Pigeon Point Landfill (ro-ro, power)
SMP Alternative – Expand Existing Port + Riveredge Terminal

Objectives

- Create new container terminal to capture projected growth of container traffic at Riveredge
- Rail connection to double-stack clearance corridor
- Roadway access to interstate network
- Make other improvements at the existing Port, similar to Alternative.
Cost Estimate Comparison of Alternative Sites

<table>
<thead>
<tr>
<th>Key Item</th>
<th>Alternative 2B WHS River</th>
<th>Alternative 2C WHS Land</th>
<th>Alternative 3 Riveredge</th>
<th>Alternative 4 Edgemoor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Acquisition</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Berth/Yard/Buildings</td>
<td>Dredging</td>
<td>$33.3</td>
<td>$87.3</td>
<td>$18.5</td>
</tr>
<tr>
<td></td>
<td>Berth Structure</td>
<td>$674.8</td>
<td>$118.1</td>
<td>$118.1</td>
</tr>
<tr>
<td></td>
<td>Yard/Earthwork</td>
<td>$103.7</td>
<td>$56.8</td>
<td>$157.1</td>
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<tr>
<td></td>
<td>Buildings</td>
<td>$2.3</td>
<td>$2.3</td>
<td>$10.2</td>
</tr>
<tr>
<td></td>
<td>Demolition</td>
<td>-</td>
<td>-</td>
<td>$28.2</td>
</tr>
<tr>
<td>Civil Infrastructure</td>
<td></td>
<td>$76.0</td>
<td>$94.7</td>
<td>$103.1</td>
</tr>
<tr>
<td>Internal Access Road/Gate/Rail</td>
<td>Access Rd/Infrastructure</td>
<td>-</td>
<td>-</td>
<td>$87.2</td>
</tr>
<tr>
<td></td>
<td>Gate</td>
<td>$2.2</td>
<td>$2.2</td>
<td>$4.1</td>
</tr>
<tr>
<td></td>
<td>Rail</td>
<td>$3.6</td>
<td>$3.6</td>
<td>$4.9</td>
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<td></td>
<td>Permitting/Design/CM</td>
<td>$80.6</td>
<td>$31.8</td>
<td>$50.0</td>
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<tr>
<td>Infrastructure Subtotal</td>
<td></td>
<td>$943.1</td>
<td>$342.8</td>
<td>$622.0</td>
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<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td></td>
<td>**490.8</td>
</tr>
<tr>
<td>Reffer &amp; Scales</td>
<td></td>
<td>$31.6</td>
<td>$31.6</td>
<td>$31.6</td>
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<tr>
<td>Cranes/Yard Eq.</td>
<td></td>
<td>$119.4</td>
<td>$119.4</td>
<td>$119.4</td>
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<tr>
<td>Alternative Total</td>
<td></td>
<td>$1,094.1</td>
<td>$493.8</td>
<td>* 882.4</td>
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</table>
Chemours Edgemoor Property

Property and Assets
Located on the banks of the Delaware River in New Castle County, Delaware, this property offers a significant redevelopment opportunity in the vibrant greater Philadelphia-Wilmington market. The 112 acre industrial parcel is located north of the City of Wilmington in the Edgemoor section of New Castle County.

Location:  
104 Hay Road  
New Castle County, DE

Region:  
Greater Philadelphia, Southern New Jersey and Delaware Region

Acreage:  
112 total acres; ~87 developable

Zoning:  
Heavy Industrial

Access:  
Excellent Interstate 495 access, including dedicated highway exit

Rail:  
Norfolk Southern line  
Close proximity to Edge Moor yard

Deep Water:  
Delaware River frontage  
Close to the Port of Wilmington.

Utilities:  
Significant available capacity
Edgemoor Chemours Property
Edgemoor Chemours Property
Secretary’s Update
Excellence in Transportation

Every Trip. Every Mode. Every Dollar. Everyone.

- Every Trip
  - We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

- Every Mode
  - We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

- Every Dollar
  - We seek the best value for every dollar spent for the benefit of all.

- Everyone
  - We engage and communicate with our customers and employees openly and respectfully as we deliver our services.
Highlights of Innovations in the Coming Year

- Diverging Diamond Interchange
- Accelerated Bridge Construction
- DMV on the Go and Online Services
- CTF – Mapping Enhancement
- Advancements in DelDOT App
  - DART
DeIDOT Innovation in Action

DART Real Time Bus Information on DeIDOT Mobile App
DelDOT Innovation in Action

DMV Online Road Test Scheduler

https://services.dmv.de.gov/mydmv.ejs?command=RoadTestScheduleList

Citizen Dashboard of Test Status
DeIDOT Innovation in Action

DMV on the GO
DelDOT Innovation in Action

Gateway Interactive Maps
DeLDOT Snow Plow Responsibilities
Submitted $2.98M grant proposal

DelDOT (lead state), PA, CT, NH, VT

Key "win" themes
- Geographic diversity
- Multi-state approach tests national feasibility
- Estimating out-of-state usage
- Explore varying per-mile rates (e.g., urban/rural, EPA rating)
- Highlighting role of DMVs
- Coordination / partnership with toll agencies
- Positioned to raise public awareness
- Actual pilot
# Project Vision, Goals and Objectives

**Objective:** Lay the foundation for a viable mileage-based MBUF approach for funding transportation improvements and enable a smooth transition from the current gas tax to this more sustainable and user-based funding source.

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| 1. Address regional issues necessary for national adoption and implementation of MBUF | • Create a low risk environment to address cross state-issues.  
• Balance the unique needs of each state within a multi-state framework. |
| 2. Increase public acceptance of MBUF | • Educate the public about transportation revenue challenges and the MBUF solution.  
• Demonstrate the ease of use and viability of MBUF.  
• Address privacy concerns.  
• Address equity issues. |
| 3. Create a low-cost framework to administer MBUF | • Identify cost-saving opportunities (e.g., standards) through a multi-state approach.  
• Address legislative barriers to MBUF implementation.  
• Include DMV and other key stakeholders (e.g., tolling).  
• Include the private sector. |
Future Spur Road

Contract 1B:
LAB: Tutor Perini $35.4M

Contract 1D:
Diamond Materials $11.1M

Contract 1A:
Tutor Perini $69.8M

Contract 1C:
Richard E. Pierson $21.3M

Contract 2B:
Advertisement Date

Contract 2A:
Allen Meyers $93.7M

Contract 3:
Greggo & Ferrara $46.1M
Proposed FY18 Budget
FY2018 – Sources of Funds – $909.1M
(in millions)

- Federal Funds, $297.7
- DMV Revenues, $215.3
- Motor Fuel Tax, $125.5
- Bond Proceeds, $25.0
- I-95 Tolls, $133.7
- SR-1 Tolls, $62.4
- Fare Box, $26.8
- Interest, $3.0
- DelDOT OP (GF), $5.0
- Misc. Revenue, $14.7

33% 24% 15% 7% 14%
# Trust Fund Revenues

**Forecasted – September 2016 DEFAC**

<table>
<thead>
<tr>
<th>Revenues</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel Tax</td>
<td>115.9</td>
<td>115.0</td>
<td>116.9</td>
<td>119.6</td>
<td>126.5</td>
<td>126.5</td>
<td>125.5</td>
<td>124.5</td>
<td>123.5</td>
<td>122.5</td>
<td>121.5</td>
<td>120.5</td>
</tr>
<tr>
<td>Toll Roads</td>
<td>162.0</td>
<td>166.3</td>
<td>170.0</td>
<td>176.1</td>
<td>191.0</td>
<td>194.4</td>
<td>196.1</td>
<td>197.8</td>
<td>199.5</td>
<td>201.2</td>
<td>202.9</td>
<td>204.5</td>
</tr>
<tr>
<td>DMV Revenues</td>
<td>142.7</td>
<td>150.5</td>
<td>160.3</td>
<td>171.0</td>
<td>196.7</td>
<td>209.0</td>
<td>215.3</td>
<td>221.7</td>
<td>228.3</td>
<td>235.2</td>
<td>242.2</td>
<td>249.5</td>
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<tr>
<td><strong>Total</strong></td>
<td>420.6</td>
<td>431.8</td>
<td>447.2</td>
<td>466.7</td>
<td>514.2</td>
<td>529.9</td>
<td>536.9</td>
<td>544.0</td>
<td>551.3</td>
<td>558.9</td>
<td>566.6</td>
<td>574.5</td>
</tr>
</tbody>
</table>

**Graph**

- **Motor Fuel Tax**
- **Toll Roads**
- **DMV Revenues**

**Y-axis**: $100.0 to $250.0

**X-axis**: FY12 to FY23
FY2018 – Sources of Funds – $909.1M

(in millions)

- Federal Capital, $297.7 (32%)
- State Capital, $238.6 (27%)
- DelDOT Operations, $116.5 (13%)
- DTC Operations, $116.5 (11%)
- Debt Service, $95.9 (17%)
- DelDOT OP (GF), $5.0 (11%)
FY2018 – State Capital Categories – $238.6M
(in millions)

- Road Systems, $144.7 (61%)
- Transit, $28.7 (12%)
- Support Systems, $42.5 (18%)
- Grants & Allocations, $22.7 (9%)
Review of Public Comments from CTP Hearing
Proposed FY 18 Capital Program

- Increase in State of Good Repair
  - Paving Program
  - Bridge Preservation
    - I-95 Bridge Deck
    - Corrugated Metal Pipes

- Increase in ADA Improvements

- Community Transportation Funds

- Municipal Street Aid
Coordinated with the Wilmington Metropolitan Area Planning Council, Dover/Kent Metropolitan Planning Organization, Salisbury Wicomico MPO, and Sussex County

Highlighted New Projects Added to 6 year CTP

Specific Project Information
CTP Hearing Summary

- New Castle County – August 31, 2016
  - 16 attendees
  - 1 written comments
  - 3 statements via the official transcript

- Kent County – September 19, 2016
  - 16 attendees
  - 4 written comments
  - 0 statements via the official transcript

- Sussex County – September 28, 2016
  - 33 attendees
  - 11 written comments
  - 0 statements via the official transcript
New Castle County
- Invest in all modes including port expansions, rail and airports. Developers should pay for road improvements.
- Extend Marc service to Newark. Passenger rail to Ocean City MD using the Delmarva Secondary freight line. Increase DTC service to Kennett Square
- Comment to fix bridge 1 – 216.
- Support funding for the Newark to Wilmington Bike project
Kent County

- Concerns about impacts of the Camden Bypass project on neighborhoods
- Property owners wanting to be involved in the Camden Bypass Projects
- Positive comments for the Kenton Road Project
- Comment of support for the NE Front Street Interchange Project in Milford
Sussex County
- Support for the Millsboro Bypass Project
- General comment on maintenance of signs and ditches
- Comment on Legion Road closure
- Focus on expanded transit
- Concerns with turning movement on SR24 and SR9
- Continued investments on alternative transpiration modes
- Desire for SR1 and Cave Neck to be constructed prior to SR1 and SR16
- Request to add Kings Highway to the Capital Transportation Plan
Based on the public comment process DelDOT is not recommending any changes to the proposed plan, however we will use the comments received in the development of the specific projects

- Continued refinement of the spend plan – based on project schedules
- Present any modifications or changes prior to the meeting in February
- Plan Adoption by COT by March 1, 2015
Questions & Comments