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**DELAWARE RIVER
PORT AUTHORITY**
OF PENNSYLVANIA & NEW JERSEY

Annual Comprehensive Financial Report for
Years Ended December 31, 2022 and 2021



Stewardship. Service. Community.

Our Mission

As stewards of public assets, we provide for the safe and efficient operation of transportation services and facilities in a manner that creates value for the public we serve.

Our Vision

Together we are world-class stewards of public transportation assets. Working collaboratively across all business units, we operate, maintain, improve and protect transportation infrastructure for the benefit of the citizens we serve throughout the Greater Philadelphia Region. We are committed to building credibility, earning public trust and creating public value.



Annual Comprehensive Financial Report
For Years Ended December 31, 2022 and 2021

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Chairwoman's Letter

July 27, 2023



Cherelle L. Parker
Chairwoman

Greetings,

The Delaware River Port Authority's four interstate bridges and PATCO's 14.2-mile high-speed transit line connect millions of people and businesses in our region. As Chairwoman of the Board of Commissioners, I am delighted to work alongside Vice Chairman Jeffrey Nash and fellow Commissioners who are dedicated to leading the Authority in a way that serves the best interest of the entire region. We prioritize transparency, financial responsibility, operational efficiency, and delivering value to the public we serve.

Throughout 2022, our team has remained dedicated to fulfilling the Authority's mission of stewardship. Our primary focus continues to be ensuring the safety, security, and functionality of all bridges, facilities, and PATCO trains, while also managing operating expenses and expenditures.

During the past year, we achieved many notable events, including:

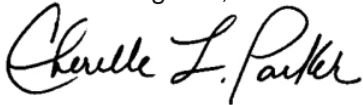
- Preserving financial excellence. Once again, for the 21st consecutive year, both DRPA and PATCO have managed to keep their operating expenses below their allocated budget for the year 2022.
- Connecting people.
 - The Ben Franklin, Walt Whitman, Betsy Ross, and Commodore Barry bridges carried more than 96.2 million vehicles. Due to the COVID-19 pandemic, travel patterns have shifted, but bridge traffic is rebounding and is now at approximately 90% of pre-pandemic levels.
 - PATCO trains carried more than 4.8 million passengers. Ridership has reached about 50% of pre-pandemic ridership, with weekday ridership averaging more than 17,000 riders.
- Investing in infrastructure. The Authority has a five year, \$730 million five-year capital program in order to maintain, improve and upgrade our bridge and PATCO assets.
- Providing transit for all. All PATCO stations now have elevators, making the transit line fully accessible to individuals with disabilities under the Americans with Disabilities Act (ADA). This was made possible through a multi-year, \$32 million project and involved installing eight elevators in six stations that were previously unequipped.
- Extending the life of an iconic bridge. Work continued on the Ben Franklin Bridge Rehabilitation Project. The \$216.9M project is the largest in DRPA's history & extends the life of the nearly 100-year-old suspension span.

- Expanding transit. The reopening of PATCO's Franklin Square Station in Philadelphia is currently in progress. With a budget of \$30 million, the station is expected to be fully functional and operational by Spring 2024 and will become PATCO's fourteenth train station. The project has been recognized for its excellence, having received the "New Jersey's Leading Capital Construction Project" infrastructure award from the New Jersey Alliance for Action.

From the start of my tenure, I have been clear about my commitment to innovation and continuous improvement. I have advocated policies, projects, and initiatives that will promote diversity, equity, inclusion, and greater access for everyone, particularly those without cars or other reliable means of transportation.

As we move forward, the Board of Commissioners and Authority staff will continue to focus on strategies that will result in fiscal prudence and a strong overall financial standing for DRPA and PATCO. In addition, we will continue to make smart and innovative investments to maintain, upgrade, and improve the assets that are under our care.

Best regards,



Cherelle L. Parker
Chairwoman
Board of Commissioners



BOARD OF COMMISSIONERS

as of July 27, 2023



PENNSYLVANIA



**Honorable
Josh Shapiro**
Governor
Commonwealth
of Pennsylvania



**Cherelle L.
PARKER**
Chairwoman



**Hon. Timothy L.
DEFOOR**
PA Auditor General
Ex-Officio



**Hon. Stacy
GARRITY**
PA State Treasurer
Ex-Officio



**Robert J.
GHORMOZ**
*Vice President
of GSL Public Affairs*
A Stevens and Lee
Company



**Keiwana
MCKINNEY**
Director
Quantum Artificial
Intelligence Financial
& Insurance Agency



**Angelina
PERRYMAN**
*Vice President
of Administration*
Perryman Building &
Construction Services



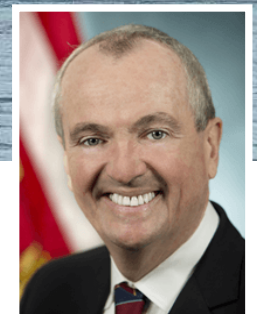
**Donna
POWELL**
Donna Powell, LLC
Fiduciary Services



**Gregory G.
SCHWAB**
General Counsel
Commonwealth
of Pennsylvania



NEW JERSEY



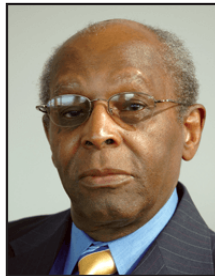
Honorable Phil Murphy
Governor
State of New Jersey



Jeffrey L. NASH
Vice Chairman
Commissioner
Camden County



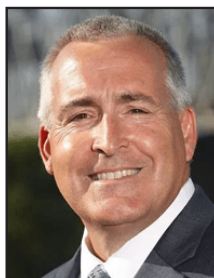
Daniel CHRISTY
Commissioner
Gloucester County
Senior Council Representative
for Northeast Regional
Council of Carpenters



Charles FENTRESS
Retired Police Sergeant
Delaware River
Port Authority



Albert F. FRATTALI
Co-Administrator
Iron Workers District
Council Philadelphia
Benefit & Pension Fund



Bruce D. GARGANIO
Commissioner
Burlington County
Senior Council Representative
for Northeast Regional
Council of Carpenters



Sara LIPSETT
Commissioner
Board of Fire
Commissioners,
Cherry Hill Township



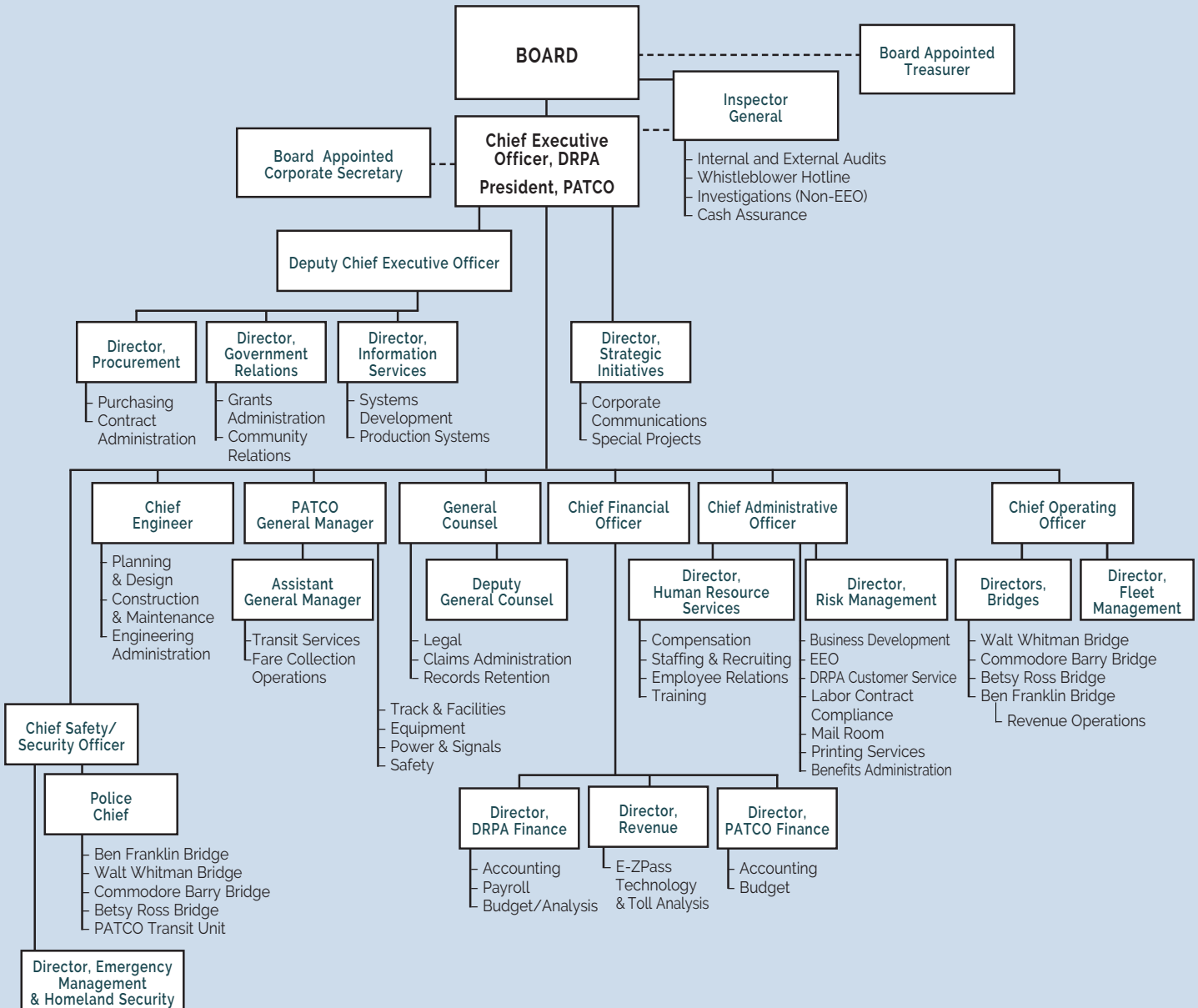
Aaron T. NELSON
Senior Vice President,
Investment Advisor
Evesham Capital
Management



Richard SWEENEY
Financial Secretary,
Business Representative
Ironworkers #399

Organizational Chart

as of December 31, 2022



Officers & Executive Staff

John T. Hanson
Chief Executive Officer, DRPA
President, PATCO

Raymond J. Santarelli
General Counsel
& Corporate Secretary

James M. White, Jr.
Chief Financial Officer
& Treasurer

John D. Rink
PATCO General Manager

Jalila Parker
Deputy Chief Executive Officer

Archer & Greiner
New Jersey Counsel

Toni P. Brown, Esq.
Chief Administrative Officer

Rohan K. Hepkins
PATCO Assistant
General Manager

Duane Morris, LLP
Pennsylvania Counsel

Robert P. Hicks
Chief Operating Officer

David J. Aubrey
Inspector General

Michael P. Venuto
Chief Engineer

Facilities



Benjamin Franklin Bridge
Opened: July 1, 1926



Walt Whitman Bridge
Opened: May 16, 1957



Commodore Barry Bridge
Opened: February 1, 1974



Betsy Ross Bridge
Opened: April 30, 1976



PATCO
Opened: February 15, 1969



One Port Center
Opened: 1996



Report of the Chief Executive Officer



John T. Hanson

*Chief Executive Officer, DRPA
President of PATCO*

July 27, 2023

At the Delaware River Port Authority (DRPA), we are dedicated to upholding stewardship, providing excellent service, and building a strong community. Our core mission is to deliver safe and efficient transportation services to the greater Philadelphia and South Jersey region.

Throughout 2022, our focus remained on implementing programs and strategies aimed at increasing the Authority's openness, inclusivity, and transparency, all while enhancing our operational efficiency and customer service.

In recent years, the COVID-19 pandemic presented our management team with one of our most significant challenges to date, both professionally and personally. The circumstances, high stakes, and prolonged period all added to the difficulty. However, we were able to keep our employees safe from community spread in the workplace while still fulfilling our mission, and in April 2022, all employees returned onsite to the workplace full-time.

The DRPA is making significant progress in addressing the challenges of aging infrastructure and the need for efficient and dependable public transportation services. Over the next five years, the Authority plans to invest more than \$730 million to accomplish this goal. As of December 31, 2022, the DRPA had around \$270 million in General Funds, which will be used to support its \$145.4 million capital budget for 2023. This will allow the Authority to complete several high-priority projects.

In 2022, annual traffic (one-way) on the DRPA's four bridges totaled 48.1 million vehicles with accompanying unaudited revenues of approximately \$311 million, an estimated \$8.2 million increase over 2021. PATCO's net passenger revenue totals were \$11.4 million, and ridership totaled 4.9 million riders. Due to the COVID-19 pandemic, these numbers still reflect a significant decrease historically; however, the overall revenue trend following the peak of pandemic has been positive. Up until the year 2020, our bridges had an average daily traffic of around 291,000 vehicles in each direction, which equates to an estimated 106 million vehicles annually, with annual toll revenues exceeding \$332.1 million. Likewise, PATCO moved 38,500 passengers each workday or an estimated 11.1 million in 2019; people who are vital to the success of the region's economy. Just prior to the pandemic,

PATCO experienced its highest net passenger revenue totals in 2019, \$27.1 million, and saw its passenger ridership reach a 25-year high, primarily fueled by ridership on the weekends.

One of the most significant challenges will be how quickly DRPA traffic and revenues and PATCO ridership and passenger revenues can recover to pre-pandemic levels. Presently, DRPA traffic is about 90% of 2019 traffic, and PATCO ridership is about 50% of 2019 numbers. Key factors in increasing these figures will be the growth of the regional economy and how Philadelphia area firms will offer employment, whether onsite, hybrid, or remote.

Notwithstanding, the Authority continues to maintain strong financial discipline and transparency in its operations. The DRPA and PATCO actual unaudited operating expenses for 2022 has come in under budget for the 21st consecutive year. Actual operating expenditures were also down significantly, as the Authority strategically reduced personnel and non-personnel expenses because of the pandemic and lost revenues.

The DRPA is committed to world-class stewardship and continues to advance its strategic management framework to elevate leadership and to attract, cultivate and retain a highly skilled workforce. By implementing strategic plans and technological solutions to build knowledge, innovate, and adapt, the DRPA ensures that the organization's work reflects its shared values, missions, and vision.

Improving the health of our organizational systems and ensuring that our employees are compensated fairly and equitably and receive the resources, tools and support they need to do their part in operating, maintaining, improving, and protecting our four bridges and PATCO is of paramount importance to ensure the Authority will continue to serve our community with quality and dedication for years to come.

We remain committed to fulfilling our responsibilities, building trust, and creating value for the communities we serve.

Yours truly,



John T. Hanson
Chief Executive Officer, DRPA
President, PATCO







James M. White, Jr.
*Chief Financial Officer/
Treasurer*

July 27, 2023

TO THE BOARD OF COMMISSIONERS OF THE DELAWARE RIVER PORT AUTHORITY

The annual comprehensive financial report of the Delaware River Port Authority (“the Authority”) for the year ended December 31, 2022, is hereby submitted. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Authority. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the combined financial position and results of operations of the Authority. All disclosures necessary to enable the reader to gain an understanding of the Authority's financial activities have been included.

The Authority's Indentures of Trust require an annual audit of the Authority's financial statements by a firm of independent auditors. Additionally, as a recipient of more than \$750,000 in federal awards (primarily for projects involving the PATCO Transit System), the Authority is required to have a Single Audit performed annually by an independent auditor in accordance with the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). The purpose of the Single Audit is to determine the adequacy of the Authority's internal controls and compliance with applicable laws and regulations relating to the receipt of federal assistance. The Authority retains an independent auditor to satisfy these audit requirements. The report of the independent auditor on the combined financial statements of the Authority is included in the financial section of this report. The Authority's management is responsible for the content and presentation of the audited financial report.

Management of the Authority is responsible for establishing and maintaining a system of internal control designed to ensure that the assets of the Authority are protected from loss, theft, or misuse and to ensure that adequate accounting data is compiled to allow for the preparation of financial statements in conformity with Generally Accepted Accounting Principles (GAAP) in the United States of America. Internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the resulting benefits; and (2) the analysis of costs and benefits requires estimates and judgments by management.

In addition, as a recipient of federal financial assistance, the Authority is required to ensure that adequate internal controls are in place to ensure compliance with applicable laws and regulations relating to that federal assistance. These internal controls are subject to periodic evaluation by the Office of the Inspector General and by the management of the Authority.

The combined financial statements of the Authority are prepared using the accrual method of accounting in accordance with GAAP. Management has provided a narrative introduction, overview, and analysis to accompany the combined financial statements in the *Management's Discussion and Analysis* (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Delaware River Port Authority's MD&A can be found immediately following the report of the independent auditors.

The Delaware River Port Authority is a public corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey created with the consent of Congress by compact legislation between the Commonwealth of Pennsylvania and the State of New Jersey. The Authority, which has no stockholders or equity holders, was created in 1952 as a successor to the Delaware River Joint Commission, which was created in 1931. The Authority is governed by a 16-member Board of Commissioners. The Governor of New Jersey appoints eight commissioners with the advice and consent of the Senate of New Jersey. The Governor of Pennsylvania appoints six commissioners, with the Auditor General and the State Treasurer of Pennsylvania serving as ex-officio commissioners for Pennsylvania. Commissioners serve five-year terms without compensation. The Board of Commissioners establishes policy and plans for the operations of the Authority. A Chief Executive Officer is appointed by the Board of Commissioners to implement policy and to manage the daily operations of the Authority.

The Board of Commissioners of the Delaware River Port Authority has established five (5) committees under the authority of its Bylaws. They are the Operations and Maintenance Committee, the Projects Committee, the Executive Committee, the Finance Committee, and the Export Development and International Trade Committee. (The latter committee is now inactive). These committees adhere to the rules and leadership structure outlined in Article IX of the DRPA Bylaws. These Committees act pursuant to the power vested them under the Bylaws.

The Board of Commissioners of the Delaware River Port Authority has also established, under the authority of resolution DRPA-10-040, an Audit Committee that is chaired by the Auditor General of Pennsylvania. The Audit Committee is charged with overseeing an annual independent financial audit along with a biennial performance audit. The Authority's Board also adopted an Audit Committee charter through resolution DRPA-10-141. This resolution specifies that the purpose of the Audit Committee is to assist the Board in fulfilling its oversight responsibility relating to: (1) the Authority's internal and external audit process, the financial reporting process, and all risk assessment and internal controls over financial reporting; (2) compliance with applicable laws, policies, and accounting and auditing standards, and (3) communication between the Authority's management, internal and external auditors, experts, other advisors, and the Board.

The Audit Committee adheres to the rules and leadership structure outlined in resolutions DRPA-10-040 and DRPA-10-141. The Audit Committee acts pursuant to the power vested it under these two resolutions. It is not vested with any power under the Bylaws.

In addition, to the aforementioned committees, the Board of Commissioners adopted resolutions DRPA 10-10-071 and DRPA 12-112, which established the Compensation and Labor Committees, respectively, to review the Authority's compensation issues and current labor agreement(s), labor/employee relations and non-represented employee issues. These committees, similar to the Audit Committee, act pursuant to the power vested them under these two authorizing resolutions and are not vested with any power under the Bylaws.

The Authority is vested with the ownership, control, operation, and collection of tolls and revenues of certain bridges spanning the Delaware River; namely, the Benjamin Franklin, Walt Whitman, Commodore Barry, and Betsy Ross bridges. The Authority has also constructed and owns a high-speed transit system, which is operated by its wholly owned subsidiary, the Port Authority Transit Corporation (PATCO). The transit system operates between Philadelphia, Pennsylvania and Lindenwold, New Jersey.

BUDGET PROCESS

The Authority prepares both operating and capital budgets annually. The annual operating budget is a financial planning tool for the associated fiscal year; it also sets the maximum spending limit for the Authority. The Authority's Chief Officers, Directors and staff contribute to the development of a preliminary operating budget based on the expected staffing and funding levels necessary to operate the Authority's facilities in an efficient and safe manner. After individual departmental proposed operating budgets are reviewed at budget hearings conducted by the Operating Budget Review Committee, (which consists of the Chief Executive Officer, Deputy Chief Executive Officer, Chief Financial Officer, with participation by the Chief Operating Officer, General Counsel, the General Manager of PATCO and other senior staff), a proposed operating budget is presented by the Chief Executive Officer to the Finance Committee, and ultimately to the Board of Commissioners, for its review and approval. Any subsequent addition of funds to the total operating budget requires the approval of the Board of Commissioners.

A five-year capital budget, required by the Authority's Compact, is also prepared through a similar process and submitted to the Finance Committee, and subsequently to the Board of Commissioners for approval. The capital budget is a planning document identifying the Authority's potential commitments. The approval of the capital budget does not in itself authorize any specific project. Specific approval by the Board of Commissioners is required before any capital project may commence. The foundation for the major capital budget projects (those projects greater than \$200K) is the biennial inspection, which results in the inspection of all four bridges and PATCO, by outside engineering firms. This inspection is required by the 1998 Revenue Bond Indenture, and was last completed in September 2022, prior to finalization of the 2023 Capital Budget. Smaller capital projects, primarily projects under \$200K, are identified by various operating and administrative departments. (Beginning in 2021, the Engineering Department has worked with biennial inspection firms to conduct interim inspections in the odd-numbered years to enhance our identification of priority projects. Results from the interim inspections contribute to the creation of the next years capital budget).

Expenditures are monitored continuously throughout the year by the Finance Division to ensure that each department is following the approved operating and capital budgets and the established Policies and Bylaws of the Authority.

In accordance with the Authority's governing Revenue and Port District Project Bond Indentures, the next year's annual operating budget must be submitted to the bond trustee by December 31st of each year.

Pursuant to the Indentures, the Authority filed its 2022 operating budgets in late December 2021 with its bond trustees. The 2022 operating and capital budgets became effective on January 1, 2022, after being approved by the Authority's Board. In addition, the Authority's Board also approved the 2023 capital and operating budgets in November and December of 2022, respectively. The Authority filed its annual 2023 operating budgets (which include the debt service requirements) with its bond trustee in late December 2022 as required by the bond indentures. (Both the capital and operating budgets became effective on January 1, 2023).

FACTORS AFFECTING FINANCIAL CONDITION

During the past several years, the Authority has taken significant strategic steps to strengthen its financial position through cost-containment of personnel and non-personnel expenditures, increasing its liquidity through growth in its General Fund, and restructuring its debt and swap portfolios. The latter strategy was primarily in response to changing financial markets, the exercise of various swaptions (in 2006, 2008 and 2010), passage of a board resolution mandating the liquidation of the Authority's swap portfolio in "an orderly and strategic fashion," the necessity of funding its various annual five-year Capital Programs, and the adoption of annual Finance Action plans by the Authority's Board of Commissioners over the past decade.

Sustained traffic growth from 2014 through 2019, had been a major factor impacting the Authority's financial condition. Annual toll revenues increased from \$297.3 million in 2014, rising to a high of \$335.6 million in 2018. Revenue growth outpaced expense growth during the period, with the net effect producing higher annual net income levels and a resultant strengthening of the Authority's General Fund reserves. This strong cash flow increased the General Fund to approximately \$548 million in November 2018, (just prior to the use of \$281.6 million to defease the 2010D bonds in the amount of \$308.4 million) and helped create a higher net position (which increased to \$779.8 million, up from \$587.8 million in 2014). As mentioned elsewhere, the Authority then made the strategic decision to eliminate all variable rate debt and swaps from its debt portfolio in late December 2018, significantly reducing exposure to its financial position.

Impact of COVID-19 (2020 thru 2022)

Year 2020: In March 2020, with the emergence and expansion of the COVID-19 virus and with various emergency pronouncements by the federal government and states (including Pennsylvania and New Jersey), many industries were severely impacted throughout the country and specifically in the region. The Authority's bridge toll revenues were especially hit hard. At its lowest point, in April, the Authority's traffic dropped down to a low of 23% of 2019 pre-COVID traffic volumes, while, during the period June through October, bridge traffic recovered to approximately 80% of pre-COVID volumes. By year-end, traffic and bridge toll revenues had decreased by 12.8 million vehicles and by \$64.0 million, respectively from 2019 totals.

PATCO 2020 ridership and revenues also were adversely impacted. At its lowest levels, early during the pandemic, PATCO ridership dropped to 10% of pre-COVID volumes. For the year, PATCO's ridership and net passenger revenues were down by 7.1 million riders, or by 64%, and total net passenger revenues were down by approximately \$18 million, from 2019 totals. Fortunately, the Authority was awarded federal transit operating grants, which offset a large portion of PATCO's lost revenues and expenses.

In response to the lost revenues, the Authority constrained its operational spending, instituting a hiring freeze, etc. such that expenses were under budget for both entities. Given its strong pre-COVID financial position, the Authority continued its aggressive capital spending plan during 2020 and 2021 and made all of its required debt service requirements on its bonds.

Year 2021: Total vehicular traffic and toll revenues rebounded nicely in 2021, as bridge traffic improved to approximately 90% of 2019 traffic, by year-end. Traffic increased by 6.3 million vehicles, and as a result, bridge toll revenues improved to \$302.9 million, or a \$34.8 million year-to-year increase. (Note: 2021 revenues were still \$29.3 million shy of 2019 revenues.)

During 2021, PATCO ridership fell below 2020 ridership volumes, decreasing by 266 thousand riders, resulting in a \$732 thousand decrease in net passenger revenues. Many workers continued to partially work remotely due, in part, to continued uncertainty on the path of COVID-19 and its variants. Grant revenues from three (3) separate FTA transit grants were used to partially offset PATCO revenue losses and expenses.

Year 2022: The Authority's traffic and toll revenues continued to recover from the COVID pandemic as traffic increased from 46.6 million vehicles in 2021 to 48.1 million vehicles in 2022. The result was an \$8.2 million increase in bridge toll revenues, which totaled \$311.1 million for the year.

PATCO ridership recovered somewhat but ridership was still below 50% of pre-COVID volume. Net passenger revenues increased to \$11.4 million, an increase of \$2.9 million, or of 33.8%.

Please refer to Note 20, pages 99-101, for more information on the impact of the pandemic thus far in 2023.

Federal Transit Operating Grants: In 2000 and 2001, the Authority received three (3) federal transit operating grants, specifically the CARES Act, CRRSAA and American Rescue Plan grants, totaling \$84.4 million, which could be used to offset PATCO lost revenues and operating expenses. During 2022, the Authority drew down \$25.7 million, which when combined with draws in 2020 and 2021, has equaled draws of \$83.8 million, or over 99.3% of the \$84.4 million in total grants. These transit operating grants have reduced the overall PATCO subsidy substantially. The Authority drew down the remaining \$555,000 in operating grant funds in early March 2023.

DEBT MANAGEMENT

As mentioned previously, during the past ten (10) years, the Authority approved comprehensive financial plans to: reduce the Authority's debt, adopt a new swap strategy, renegotiate, and replace various LOC agreements to reduce its annual LOC facility costs, and to finance its five-year capital programs. As described below, the Authority significantly restructured its overall debt and swap profiles by executing several large bond-related transactions during the fourth quarter of 2018, including the defeasement of its 2010 Revenue Bonds. The Authority's \$700.5 million bond deal eliminated all variable rate debt, supporting letters of credit and all swaps, such that the Authority's bond portfolio consisted only of fixed rate debt as of December 31, 2018. The Authority has reduced its debt service through 2040 by approximately \$63 million, as a result of the aforementioned transactions.

During 2022, the Authority executed two bond refundings, specifically a partial taxable advance refunding of the 2013 revenue bonds, and a total tax-exempt current refunding of the 2012 port district bonds. The revenue bond refunding, executed in May 2022, involved entering into a Loan Agreement

with a large financial institution, wherein the bank provided a credit facility to the Authority, which facilitated the issuance and purchase of the 2022 Revenue Refunding bond. (Note that the 2022 Revenue Refunding bonds are potentially convertible to a tax-exempt facility on or after January 1, 2024.) As a result of this transaction, the Authority expects to reduce debt service payments by a combined \$51.9 million through 2040.

In December, the Authority fully refunded \$66.9 million in 2012 Port District Project bonds, through issuance of the 2022 Port District Project Refunding bonds. The Authority expects debt service savings of \$16.7 million from this bond refunding over the next four (4) years.

Total Debt

One of the cornerstones of the Authority's strategy has been to reduce debt exposure and the total amount of outstanding debt. During the past ten (10) years the Authority's total funded debt, which exceeded \$1.65 billion at year-end 2013, has been reduced by almost \$588.5 million, down to \$1.1 billion at year-end 2022.

The Authority's total bonds outstanding decreased by \$68.3 million in 2021 to total \$1.22 billion at year-end, all of which was fixed rate debt.

During 2022, the Authority's debt decreased by \$127.1 million to \$1.1 billion, attributable to annual bond principal repayments and the two bond refundings. On December 31, 2022, the Authority's fixed rate revenue bond debt accounted for \$1.04 billion or roughly 94.9% of its total debt of \$1.1 billion. (The Authority's total debt fell below \$1.0 billion as of January 1, 2023.)

(Please see Note 12, beginning on page 80, for additional information).

Swap Management

In 2016, the Authority's Board specifically authorized the Authority's management "to the extent deemed economically advantageous and fiscally prudent for the Authority" the amendment, replacement, and termination of any or all of the Authority's outstanding Interest Rate Swap Agreements." This authorization also provided for the issuance of fixed rate debt to refund all outstanding variable rate bonds.

With the issuance of the 2018 Revenue and Revenue Refunding Bonds in December 2018, specifically, Series B and C, the Authority cash-settled the 1995 and 1999 Revenue Bond swaptions in the amount of \$63.8 million. (At the time of the termination, the notional amount was \$460.2 million). Two smaller "inactive" swaptions were also cash-settled, thereby eliminating all swaps/swaptions.

On December 31, 2021 and 2022, the Authority had no outstanding swaptions.

Bond Ratings

One of the key strategic goals of the Authority, in the past decade, has been to improve its bond ratings. The implementation of the aforementioned strategic initiatives including on-going annual budget control, managing an affordable capital program, maintenance of strong debt coverage and liquidity, reduction of swap and variable rate exposures, and improvement in annual traffic have been key factors cited by the ratings agencies over the past few years to support recent upward movements in the Authority's bond ratings. Bond ratings actions by Moody's Investor Service, Inc. (Moody's) and Standard & Poor's (S&P) during the period 2020 through 2022 are shown below:

1. In February 2020, Moody's raised the ratings on **all** of the Authority's bonds. The revenue bonds were raised to "A1" from "A2", while the Port District Project (PDP) Bonds, were raised from "Baa2" to "Baa1", all with a "stable" outlook.

These recent upward adjustments in the ratings for the revenue and revenue funding bonds and the subordinated port district project bonds, attest to the strength of the Authority's overall financial condition, and its financial performance over the past decade.

2. Shortly thereafter, in March 2020, because of the deteriorating operating environment caused by the emergence of the COVID-19 pandemic, all toll road sector organizations were moved from "stable" to "negative" outlook by Moody's and S&P. S&P took further action by moving the Authority's outlook to "negative".
3. In 2021, both Moody's & S&P restored the toll sector to a "stable" outlook. The Authority experienced **no** changes to its underlying bond ratings during the year.
4. In March 2022, S&P affirmed the Authority's ratings for both its revenue and PDP bonds. Moody's affirmed the ratings on the revenue bonds and upgraded the PDP bonds from "Baa1" to "A3".
5. In November 2022, both Moody's & S&P affirmed rates for the revenue and revenue refunding bonds and the new 2022 Port District Project Bond refunding bonds, prior to the refunding of the 2012 PDP bonds.

Please refer to the MD&A, pages 40 and 41, and Note 12, pages 87 and 88 for additional ratings information.

LOCAL ECONOMY

2021 Data

From the latest data available (through 2021), it appears that population totals have increased by 6.84% in the Pennsylvania (PA) counties and increased by 4.37% in the New Jersey (NJ) counties within the Port District versus 2020 totals. During 2021, population growth increased in PA by 268,540 people and increased in NJ by almost 105,978 people, respectively.

Employment in 2021 has improved significantly in the Pennsylvania Port counties, despite the continued negative impact of COVID-19. In Pennsylvania counties, the unemployment rate decreased from 9.43% in 2020 to 6.14% in 2021. (The 2020 overall rate of 9.43% is the highest unemployment level over the past decade.)

Employment growth in New Jersey improved during 2021, again despite the impact of the pandemic. During 2021, the unemployment rate, in the New Jersey counties, decreased significantly to 6.90% from the previous year total of 10.43%. (The 2020 overall rate of 10.43% is the highest rate since the 10.82% experienced during 2012.)

Additional information can be found in the Statistical Section of this report beginning on page 119.

LONG-TERM FINANCIAL PLANNING

An important component of the Authority's long-term financial plan is ensuring that it has sufficient revenues, and unrestricted cash/investments, to meet its operating and capital requirements. With assistance from its Financial Advisors, the Authority uses a long-term forecasting model, which creates a multi-year forecast of its revenues and expenses. The model incorporates numerous independent variables (including operating and non-operating revenue and expense estimates, debt service coverage and capacity, etc.) and forecasts the estimated annual cash flows available to meet the Authority's annual Indenture certification requirements. In addition, the model projects the annual General Fund contributions, which can be used to help fund the Authority's five-year capital plan. The Authority regularly updates this model based on changes in business conditions and its financial performance.

As mentioned in the "*Budget Process*" section of this document, each year, the Authority develops a five-year capital plan, which details the anticipated capital expenditures during this five-year period. (An annual 5-year Capital Plan is a requirement of the Authority's Compact). The Authority also performs a 5-year analysis of potential funding sources (including bond project funds, general fund monies, its annual operational surplus, and federal funding) to ensure funding of the program. The major capital programs originate in large part from the biennial inspections of all DRPA/PATCO facilities, which are conducted in every even-numbered year, by individual engineering firms. This is a requirement of our Bond Indentures. (In compliance with our bond indenture, the 2022 biennial inspections were completed by the October 1 deadline. Certificates were submitted to our bond trustee attesting that the bridges are in "good or satisfactory condition" and that no "material damage" has occurred on these facilities.

The 2022 Capital Plan, developed during the year 2021, approved by the Board of Commissioners in November 2021, outlined numerous bridge, transit system, security, and technology project expenditures of approximately \$738.9 million (net of federal funding), for the five-year period commencing in 2022. The 2022 fiscal year budget for capital expenditures totaled \$143.2 million, net of federal funding, while actual expenditures totaled \$89.3 million for the year, a significantly reduced figure vs. 2021.

In November 2022, the Authority's Board approved its 2023 capital budget in the amount of \$145.5 million and a total 5-year Capital Plan with projected expenditures of \$729.6 million, down \$9.3 million from the total 2022 5-year Capital Plan. The Authority will continue to use both its General Fund reserves and internal cash flows to fund these capital expenditures going forward. At year-end, roughly \$273.3 million in unrestricted funds were available to fund a large portion of this 2023 Capital Plan.

BRIDGE TOLL AND PASSENGER FARE SCHEDULES

There have been no changes to the Authority's bridge toll and passenger fare schedules since July 2011. However, as described below, the Authority's Board did reinstitute a "frequent bridge traveler" credit program, which became effective in December of 2015. (In December 2022, the Authority's Board delayed an automatic CPI-based until January 1, 2024).

Frequent Bridge Traveler Credit.

Under Board Resolution DRPA 15-090, the Authority reintroduced an \$18 credit/18 trips per month for passenger vehicles in the NJ E-ZPass system. The new toll credit program became effective on December 1, 2015, with the first credit issued in January 2017 to eligible account holders.

The Authority paid out approximately \$1.2 million during fiscal year 2022 related to this program. Note, that this reduction in revenues was offset by an initiative established in 2016 ("delayed transaction processing"), which enabled the Authority to capture approximately \$5.5 million in additional toll revenues in 2022.

(Please see Note 16, page 93, for the current toll and fare schedules).

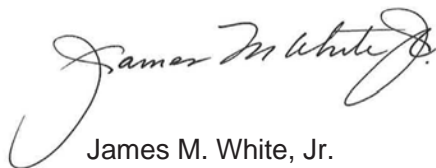
AWARDS AND ACCOMPLISHMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a ***Certificate of Achievement for Excellence in Financial Reporting*** to the Delaware River Port Authority for its annual comprehensive financial report for the fiscal year ended December 31, 2021. This was the thirtieth (30th) consecutive year that the Authority has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the dedication and effectiveness of the entire Finance Division staff, with support by the Corporate Communications Department and Printing Services. I would especially like to express my appreciation to the members of these departments who contributed to the preparation of this report. Special thanks must also be given to the Chairwoman, Vice-Chairman, Chief Executive Officer, and the Finance and Audit Committees of the Board for maintaining the highest standards in the management of the Delaware River Port Authority's finances, and to David Aubrey, DRPA's Inspector General, for his leadership in facilitating the annual financial audit.

Respectfully submitted,



James M. White, Jr.
Chief Financial Officer/Treasurer



OUR ODDS ARE BETTER HERE

RIVER GARDEN

FINANCIAL SECTION



FINANCIAL SECTION



INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
Delaware River Port Authority

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying combined financial statements of the Delaware River Port Authority and subsidiary (collectively referred to as the "Authority"), which comprise the combined statements of net position as of December 31, 2022 and 2021, and the related combined statements of revenues, expenses and changes in net position, and cash flows, for the years then ended, together with the combined statements of fiduciary net position as of December 31, 2022 and 2021, and the combined statements of changes in fiduciary net position for the years then ended, and the related notes to the combined financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Delaware River Port Authority and subsidiary as of December 31, 2022 and 2021, and its changes in financial position and cash flows thereof for the years then ended, in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

Adoption of New Accounting Principles

As discussed in note 19 to the combined financial statements, during the year ended December 31, 2022, the Authority adopted new accounting guidance, Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

Cumulative Effect of Change in Accounting Principles

Because of the implementation of GASB Statement No. 87, net position as of January 1, 2022 on the combined statements of revenues, expenses and changes in net position, has been restated, as discussed in note 19 to the combined financial statements. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the schedules listed under the heading *Required Supplementary Information* within the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

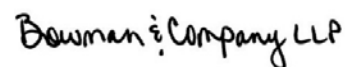
Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying supplemental schedules are presented for purposes of additional analysis, and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the accompanying supplemental schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Respectfully submitted,



BOWMAN & COMPANY LLP
Certified Public Accountants
& Consultants

Voorhees, New Jersey
July 27, 2023

Management's Discussion & Analysis

(Unaudited)

As management of the Delaware River Port Authority (the "Authority"), we offer readers of our financial statements this narrative overview and analysis of the financial activities of the Authority for the years ended December 31, 2021, and 2022. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal. All amounts are expressed in thousands of dollars unless otherwise indicated.

FINANCIAL OVERVIEW

- The Authority adopted GASB Statement No. 87, Leases. There was the cumulative effect of \$93 to the beginning balance of net position as of January 1, 2022. For additional information related to the Authority's lessor agreements, see Note 5, page 61. The cumulative effect is summarized in Note 19, page 99.
- Total operating revenues were \$332.4 million in 2022 vs. a total of \$321.1 million in 2021, or an increase of \$11.3 million. The increase reflects the continued partial recovery in vehicular traffic from the impact of the COVID-19 pandemic and the shutdown of the economy.
- Bridge traffic increased by 1.5 million vehicles, or by 3.2% and reached 48.1 million vehicles vs. the 46.6 million vehicles which crossed the Authority's bridges in 2021. (Bridge traffic in 2019 totaled over 53 million vehicles, one of the highest levels during the past decade).
- Bridge toll revenues partially rebounded during 2022, propelled by an increase in vehicular traffic. Toll revenues increased by \$8.2 million totaling \$311.1 million for the year vs. revenues totaling \$302.9 million during 2021, as vehicular traffic increased by 3.2% on the Authority's four (4) bridges. (While bridge toll revenues are still below 2019 pre-COVID numbers, toll revenues have rebounded from the low of \$276.9 million experienced in 2021). The average toll, based on total vehicle volume, decreased from \$6.50 in 2021 to \$6.47 in 2022, a function of passenger vehicles accounting for a higher percentage of traffic than in 2021. (Passenger vehicles increased by 1.5 million during 2022).
- The Port Authority Transit Corporation ("PATCO") is a wholly owned subsidiary of the Delaware River Port Authority (DRPA) and is subsidized by the DRPA. Total PATCO expenses exceeded total PATCO revenues by \$41.3 million in 2022 vs \$42.3 million in 2021. The operating loss decreased by \$1.0 million from 2021 to 2022, a decrease of 2.5%.
- PATCO net passenger fare revenues increased by \$2.9 million (or by 33.8%) totaling \$11.4 million for 2022 down from the previous year's total of \$8.5 million. This increase was primarily resultant from the impact of the COVID pandemic, as total passenger ridership of 4.9 million riders in 2022 increased by 1.2 million riders, (up 32.2%) in 2021. Total PATCO revenues (inclusive of parking, advertising, and other revenues) were up \$3.1 million overall vs. 2021 totals. (Prior to the pandemic, 2019 PATCO ridership of 11.1 million passengers, was the highest level in the past twenty-five years).
- Total "non-restricted" investments, primarily the General Fund investments, decreased by \$26.4 million to \$246.4 million, a decrease of 9.7%. The General Fund decrease was attributable to the need to fund capital expenditures and the PATCO subsidy. (The PATCO subsidy was somewhat offset by the availability of federal transit operating grant funds which were used to partially offset PATCO revenue and operating losses)
- Restricted investments, decreased by \$48.3 million. This decrease was principally resultant from the partial use of bond reserve funds in the two (2) refunding transactions.
- Total operating expenses decreased to \$217.7 million, down \$4.1 million, or by 1.8%, vs. 2021 expenses totaling \$221.8 million. This decrease resulted, in part, from the Authority's strategic plan to continue to minimize expenses, especially personnel costs, given the uncertainty of the economy. The principal cause was due to a large decrease of \$3.2 million in General & Administration expenses (primarily attributable to OPEB adjustments of \$6.0 million), which offset increases in bi-ennial inspection costs (\$2.3 million) and bond issuance costs of \$1.3 million.
- Total debt outstanding decreased by 10.4%, or by \$127.1 million, to total \$1.1 billion at year-end, down from the 2021 total of \$1.22 billion. The reduction is attributable to annual principal debt repayments as well as reduced principal amounts as a result of the partial refunding of the 2013 revenue bonds and the full refunding of the 2012 port district project bonds. (Since year-end 2018, all of the Authority's debt is fixed-rate debt).
- There was steep decline in the Authority's capital spending as expenditures totaled \$89.3 million in 2022 vs. \$190.8 million in 2021 a decrease of \$101.5 million (or 53.2%).
- The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows of resources at the close of 2022 resulting in a net position of \$1.12 billion, an increase of \$106.3 million from year-end 2021. Net income before capital contributions increased to \$95.1 million from \$72.3 million, a year-to-year increase of \$22.8 million (or 31.7%).

FINANCIAL OVERVIEW (Continued)

- Debt service coverage for revenue bond debt (as calculated based on the 1998 Bond Indenture) increased to 2.12x from 1.89x in 2021, as 2022 net revenues available for debt service of \$221.5 million increased by \$12.8 million or by 6.1%, from the prior year's total of \$280.8 million. This increase resulted primarily from higher revenues which was resultant from the improvement in vehicular traffic on the bridges.

FINANCIAL POSITION SUMMARY (in Thousands)

A large portion of the Authority's net position is capital assets (e.g., land, buildings, machinery, and equipment), less any related debt used to acquire those assets that is still outstanding. The Authority uses these capital assets mainly to provide bridge facilities and transit services to customers; consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

Delaware River Port Authority's Net Position

	2022	2021	2020
Current and other assets	522,844	\$ 599,029	\$ 731,491
Capital assets	1,951,167	1,937,615	1,827,072
Total assets	2,474,011	2,536,644	2,558,563
Deferred outflows of resources	54,122	58,539	62,730
Long-term liabilities outstanding	1,203,818	1,378,711	1,469,266
Other liabilities	143,190	175,743	188,225
Total liabilities	1,347,008	1,554,454	1,657,490
Deferred inflows of resources	61,489	27,353	30,078
Net position:			
Net investment in capital assets	931,613	834,085	803,307
Restricted	163,217	213,917	216,196
Unrestricted (Deficit)	24,806	(34,626)	(85,779)
Total net position	<u>\$ 1,119,636</u>	<u>\$ 1,013,376</u>	<u>\$ 933,724</u>

The Authority's net position in 2022 increased by \$106.3 million vs. the \$79.7 million increase during 2021. This increase was largely due to "income before capital expenditures" of \$95.1 million. Operating income increased by \$15.4 million vs. 2021, while operating expenses were reduced by \$7.0 million, leading to higher operating income. Reduced interest expense (a \$10 million decrease) was also a factor in the change in net position. (Note: federal transit operating grant revenues of \$21.0 million were included in "other non-operating revenues" figures).

The Authority's net position in 2021 increased by \$79.7 million vs. 2020's \$54.3 million increase. This increase was largely due to "income before capital contributions" of \$72.3 million. Higher operating income was significantly impacted by the \$34.8 million increase in toll revenues in 2022. (Note: federal transit operating grant revenues of \$32.9 million were included in "other non-operating revenues" figures).

The change in net position during 2020, while positive, reflects a smaller change than that shown for 2022 and 2021. This is attributable to the severe impact on the Authority's major revenue categories (specifically bridge tolls and PATCO passenger fares) caused by the COVID-19 pandemic.

Delaware River Port Authority's Summary of Change in Net Position

	2022	2021	2020
Operating revenues:			
Bridge tolls	\$ 311,132	\$ 302,944	\$ 268,141
PATCO passenger fares	11,414	8,528	9,260
Other	9,817	9,602	9,804
Total operating revenues	332,363	321,074	287,205
Operating expenses	(142,006)	(149,043)	(165,546)
Excess before depreciation and other non-operating income and expenses	190,357	172,031	121,659
Depreciation	(75,735)	(72,763)	(74,791)
Operating income	114,622	99,268	46,868
Non-operating revenues:			
Investment income	2,197	1,573	10,732
Lease Interest Income	299	-	-
Other	22,896	33,862	34,764
Total non-operating revenues	25,392	35,435	45,495
Non-operating expenses:			
Interest expense	(44,630)	(54,584)	(58,377)
Economic development activities	(36)	(28)	(104)
Gain (loss) on disposal of capital assets	110	(7,354)	7
Other	(340)	(450)	(1,564)
Total non-operating expenses	(44,896)	(62,415)	(60,038)
Income before capital contributions	95,118	72,287	32,326
Capital contributions	11,049	7,365	21,992
Change in net position	106,167	79,652	54,318
Net Position, January 1	1,013,376	933,724	879,406
Cumulative effect of change in accounting principles	93	-	-
Net Position, January 1 (Restated)	1,013,469	933,724	879,406
Net Position, December 31	\$ 1,119,636	\$ 1,013,376	\$ 933,724

REVENUE SUMMARY

Summary of revenues for the year ended December 31, 2022 and the amount and percentage change in relation to prior year amounts is as follows:

	2022 Amount	2021 Amount	Percent of Total	Increase/ (Decrease) From 2021	Percent Increase/ (Decrease)
Operating					
Bridge tolls	\$ 311,132	\$ 302,944	84.3%	\$ 8,188	2.7%
PATCO passenger fares	11,414	8,528	3.1%	2,886	33.8%
Other	9,817	9,602	2.7%	215	2.2%
Total operating	332,363	321,074	90.1%	11,289	3.5%
Non-Operating					
Investment income	2,197	1,573	0.6%	624	39.7%
Lease Interest Income	299	-	0.1%	299	
Other	1,690	538	0.5%	1,152	214.1%
Other grant revenues	21,316	33,324	5.8%	(12,008)	-36.0%
Capital contributions	11,049	7,365	3.0%	3,684	50.0%
Total revenues	\$ 368,914	\$ 363,874	100%	\$ 5,040	1.4%

- Total revenues in 2022 increased to \$368.9 million over 2021 revenues of \$363.9 million. The increase was \$5.0 million or a 1.4% increase in total operating and non-operating revenues.
- Total operating revenues increased by \$11.3 million, a 3.5% increase. DRPA experienced a modest increase in bridge toll revenues as overall vehicular traffic increased during 2022. Toll revenues reached \$311.1 million in 2022 vs. the \$302.9 million in 2021. (2022 toll revenues of \$311.1 million were still \$21.1 million less than revenues registered in pre-COVID 2019.)
- Bridge toll revenues accounted for 93.6% of total operating revenues in 2022, down from the 94.4% figure in 2021. In 2022, bridge traffic totaled 48.1 million vehicles, an increase from 2021 totals of 46.6 million. Traffic increased by 3.2%, or by 1.5 million vehicles, as passenger vehicle traffic rebounded with the improvement in the economy. The year-to-year average toll rate decreased from \$6.50 to \$6.47, as passenger traffic volumes became a higher percentage of total volume.
- PATCO experienced an increase in net passenger revenues from \$8.5 million in 2021 to \$11.4 million, a sizeable increase of 33.8%. During 2022, ridership increased by 32.2% or 1.2 million riders. PATCO ridership was still below 50% of pre-COVID activity.
- Investment income increased by \$0.6 million, primarily due to the higher interest rates against lower investment balances and unrealized losses. Short-term rates in 2022 remained low until the beginning of the Ukraine incursion by Russia and efforts by the Federal Reserve to impact high rates of inflation. 2021 figures reflected a higher principal amount of investments, with much lower rates.
- Other grant revenues decreased from \$33.3 million down to \$21.3 million in 2022. During 2000 and 2021, the Authority received three (3) federal transit operating grants for its PATCO operation. These grants totaled \$84.4 million. The Authority's books reflect \$21.0 million in federal transit grant revenues during 2022 vs. \$32.9 million in revenue for 2021. The funds drawn from these grants were used to partially offset PATCO revenue and operational losses.

REVENUES BY SOURCE



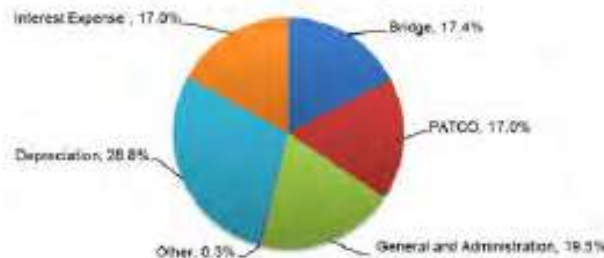
EXPENSE SUMMARY

A summary of expenses for the year ended December 31, 2022 and the amount and percentage change in relation to prior year amounts is as follows:

	2022 Amount	2021 Amount	Percent of Total	Increase/ (Decrease) From 2021	Percent Increase/ (Decrease)
Operating:					
Bridge	\$ 45,605	\$ 51,381	17.4%	\$ (5,776)	-11.2%
PATCO	44,748	42,760	17.0%	1,988	4.6%
General and Administration	51,153	54,402	19.5%	(3,249)	-6.0%
Other	500	500	0.2%	-	0.0%
Depreciation	75,735	72,763	28.8%	2,972	4.1%
Total Operating	217,741	221,806	82.9%	(4,065)	-1.8%
Non-Operating:					
Interest Expense	44,630	54,584	17.0%	(9,954)	-18.2%
Loss on disposal of capital assets	-	7,354	0.0%	(7,354)	-100.0%
Other	340	450	0.1%	(110)	-24.4%
Economic Development	36	28	0.0%	8	28.6%
Total Non-Operating	45,006	62,416	17.1%	(17,410)	-27.9%
Total Expenses	\$ 262,747	\$ 284,222	100.0%	\$ (21,475)	-7.6%

- Total operating expenses decreased by \$4.1 million (or by 1.8%) to \$217.7 million, largely attributable to decreases in general and administrative expenses (down \$3.2 million). Bridge operating costs were down by \$5.8 million, however PATCO operational cost were up by \$2.0 million, while depreciation expenses rose by \$3.0 million. Operating expenses were purposely constrained to partially offset some of the significant revenue losses attributable to the pandemic. The Authority continued its hiring freeze as part of its cost-containment strategy.
- Bridge operating expenses decreased to \$45.6 million or by \$5.8 million (or by 11.2%) versus 2021 figures. The main factors contributing to this reduction were: a reduction in pension expenses (\$5.2 million), health insurance premium expenses (\$452K) and toll collector expenses (down \$329K).
- General administration (G&A) expenses for DRPA and PATCO showed a combined decrease of \$3.2 million, or a 6.0% drop from 2021 expenses totaling \$54.4 million. A number of large “cost drivers” impacted G&A expense, specifically increases in bi-ennial inspection costs (up by \$2.3 million), bond issuance fees (\$1.3 million) and the general liability reserve (\$1.6 million). However, these and other expense increases were offset by reductions in pension expenses (down \$2.9 million), workers compensation costs (\$1.1 million), and a \$6.0 million reduction in OPEB (Other Post Employment Benefits) expenses, resulting in the \$3.2 million decrease in overall G&A expenses.
- PATCO operational expenses increased by \$2.0 million (or by 4.6%) primarily due to increased salary and benefits, workers compensation and hosting costs associated with the automated fare collection (AFC) system. These increases in budgeted expenses were partially offset by increased capital labor (which reduces regular salary/ESE costs) and lower maintenance and service costs.
- Total non-operating expenses also decreased by \$17.4 million when comparing 2022 vs. 2021, primarily attributable to a \$9.6 million reduction in interest expense. In addition, the 2021 expense figures included a \$7.4 million reclassification of software costs.
- Total expenses were \$262.7 million, reflecting a year-to-year decrease of \$21.5 million (or down 7.6%), largely attributable to the decreases in interest expense and bridge and G&A expenses.

EXPENSES BY SOURCE



SUMMARY OF CASH FLOW ACTIVITIES:

The following shows a summary of the major sources and uses of cash and cash equivalents. Cash equivalents are considered highly liquid investments with a maturity of three months or less.

	2022	2021	2020
Cash flow from operating activities	\$ 159,017	\$ 137,455	\$ 138,462
Cash flow from non-capital financing activities	28,152	32,100	30,925
Cash flow provided by (used in) capital and related financing activities	(271,635)	(302,124)	(311,991)
Cash flow from investing activities	77,962	146,048	145,631
Net increase (decrease) in cash and cash equivalents	(6,504)	13,479	3,027
Cash and cash equivalents, beginning	44,205	30,726	27,699
Cash and cash equivalents, ending	<u>\$ 37,701</u>	<u>\$ 44,205</u>	<u>\$ 30,726</u>

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets. The Authority's investment in capital assets for its activities through December 31, 2022 increased to \$1.95 billion (net of accumulated depreciation), an increase of \$13.6 million over the previous year, primarily a result of a \$73.5 million increase in bridges and related buildings and equipment., while construction-in-progress. Was reduced by \$35.4 million. This investment in capital assets includes land, bridges, transit system, port enhancements, buildings, and machinery. The total percentage increase in the Authority's investment in capital assets for the current year was 0.7%.

Major capital asset events during the current year included the following:

- BFB Suspension Spans Rehab: \$30.1 million
- Reopening Franklin Square: \$8.6 million
- CBB Structural Rehab: \$7.0 million
- BFB Bridge Deck Rehabilitation: \$3.9 million
- CBB Deck Condition Assessment/Feasibility: \$2.7 million

Delaware River Port Authority's Capital Assets
(Net of Depreciation)

	2022	2021	2020
Land	\$ 74,059	\$ 74,059	\$ 74,059
Construction in progress	784,689	822,787	684,280
Bridges and related buildings and equipment	691,174	617,710	634,373
Transit property and equipment	401,110	422,730	433,777
Port enhancements	135	329	583
Total	<u>\$ 1,951,167</u>	<u>\$ 1,937,614</u>	<u>\$ 1,827,072</u>

Additional information on the Authority's capital assets can be found in Note 7, page 63 of this report.

Long-term Debt.

In 2021, the Authority's total bond debt decreased to \$1.22 billion (shown below by issue), down from \$1.31 billion at the prior year-end, a decrease of \$83.7 million. (Funded debt during 2020 decreased as a result of annual bond principal payments.) Of this amount, \$1.19 billion (or 91.8% of total debt) represented revenue bond debt, which is backed by toll revenues from the Authority's bridges. The remaining debt of \$99.8 million represented subordinated obligations of the Authority (specifically, the port district project bonds).

In 2022, the Authority partially refunded the 2013 revenue bonds and fully refunded the 2012 port district projects bonds. As a result, the Authority's total bond debt decreased to \$1.1 billion (shown below by issue), down from \$1.22 billion at the prior year-end, a decrease of \$127.1 million. Of this amount, \$1.04 billion (or 94.9% of total debt) represents revenue bond debt, which is backed by toll revenues from the Authority's bridges. The remaining debt of \$55.9 million represents subordinated obligations of the Authority. At year-end 2022, the Authority had no variable rate debt outstanding.

The Authority's debt has decreased from \$1.65 billion in 2013 down to \$1.10 billion, as of year-end 2022, a reduction in debt of over \$558 million since its debt reached its highest historical level.

Delaware River Port Authority's Outstanding Debt

	2022	2021	2020
1999 Port District Project Bonds	\$ -	\$ -	\$ 1,035
2012 Port District Project Refunding Bonds	-	99,812	113,689
2013 Revenue Bonds	247,406	483,823	484,389
2018 Revenue Bonds	572,607	639,639	707,906
2022 Revenue Refunding Bonds	220,360	-	-
2022 Port District Project Refunding Bonds	55,851	-	-
Total (net of amortizing premium and discount)	<u>\$ 1,096,224</u>	<u>\$ 1,223,274</u>	<u>\$ 1,307,019</u>

Additional information on the Authority's outstanding debt can be found in the Letter of Transmittal on page 25 and in Note 12 which begins on page 80 of this report.

Bond Ratings

Moody's and S&P took several ratings actions during 2021 and 2022:

- **2021:** In February 2021, Moody's, **for the second time in three years, upgraded all** of the Authority's bond debt. The revenue bonds were raised to "A1" from "A2", while the Port District Project Bonds, were raised from "Baa2" to "Baa1", all with a "stable" outlook.

In March 2021, shortly after the pandemic decimated traffic and revenues in general across the tolling sector, both Moody's & S&P placed the toll sector agencies on "negative" outlook, with S&P also adjusting the Authority's outlook to "negative." No changes were made to the Authority's underlying ratings.

- **2022:** In 2022, both Moody's and S&P removed the "negative" outlook on the toll sector agencies and restored the outlook back to "stable". (S&P moved the Authority's bonds back to "stable" outlook).

In November 2022, prior to the issuance of the 2022 PDP refunding bonds, Moody's increased the underlying ratings of these bonds to "A3", up from "Baa1", with a stable outlook.

As also cited in the Letter of Transmittal, the Authority has experienced important positive changes to its bond ratings during the past six (6) years:

Moody's has upgraded the Authority's underlying rates on its revenue bonds from "A3" in October 2017, to "A1" in 2022, while the port district bonds moved from "Baa3" to "A3", with a stable outlook. Moody's has cited in the past the "continued positive traffic momentum", a "manageable" capital program requiring no debt financing and solid liquidity reserves, and the elimination of variable rate debt, as factors in the ratings upgrades.

S&P has upgraded the Authority's revenue bonds from "A" to "A+" since November 2018, while also raising the underlying rating on the port district project bonds from "A-" to "A", all with a "stable" outlook.

The underlying debt ratings on the Authority's bond issues, as of December 31, 2022, are shown below:

Issue	Moody's	S&P
Revenue and Revenue Refunding Bonds (2013, 2018 and 2022 bonds)	A1 Stable	A+ Stable
Port District Project Refunding Bonds (2022 bonds)	A3 Stable	A Stable

Additional information related to the Authority's bond ratings, can be found in the sub-section entitled "*Bond Ratings*" under Note 12, pages 87 and 88.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS

The following factors were considered in preparing the Authority's budget for the 2023 year:

- Slight to moderate growth in the overall regional economy (subject to a higher interest rate environment and inflationary pressures).
- No bridge toll or PATCO fare increases during 2023.
- Projected bridge traffic is expected to increase by 0.13 million vehicles for an annual total of 49.3 million vehicles, a 0.3% increase over 2022, based on modest expectations of changes in underlying economic factors, specifically improvement of the regional economy. Some expectation that actual traffic will be approximately 93% of pre-COVID 2019 activity.
- Actual DRPA bridge toll revenues expected to rise slightly by roughly 1.0%, with an impact of \$2.8 million in additional toll revenues. Bridge toll revenues are projected to approach \$315 million.
- Projected net passenger revenues of \$13.6 million a decrease of \$1.9 million from 2022 budget, as PATCO ridership is still less than 50% of pre-COVID numbers. Ridership is projected at 5.7 million passengers.
- Biennial inspection costs are estimated to be approximately \$2.0 million in 2023, a year-to year budget decrease of \$1.7 million or a 46.6% decrease. (The biennial inspection of all DRPA/PATCO facilities last occurred in 2022).
- The DRPA operating budgets project \$116.4 million in spending. DRPA operating expenses are expected to increase by \$4.5 million, or a 3.2% increase above the 2022 budget figure (\$112.4 million), primarily attributable to increased salary, insurance, and contractual services costs.
- The PATCO operating budget, totaling \$64.6 million in projected spending, increased by \$1.2 million, or by 1.9%, attributable primarily due to increased salary and benefits, workers compensation and hosting costs associated with the automated fare collection (AFC) system. These increases in budgeted expenses are partially offset by increased capital labor (which reduces the regular salary/ESE costs) and lower maintenance and service costs.
- Budgeted total debt service is expected to decrease by \$3.4 million to a total of \$122.2 million, down from the prior year's total (\$125.6 million). 87.6% of the total debt service is attributable to the outstanding revenue bonds (senior debt). The projected debt service savings are due to debt service savings from the two bond refundings in 2022.
- Capital budget expenditures for 2022 are budgeted at approximately \$145.5 million up slightly from the \$143.2 million budgeted for 2022. Large capital projects in 2023 include several significant projects, such as: the Ben Franklin Bridge suspension span rehab (\$46.4 million), and the Betsy Ross bridge painting and steel repairs deleading and repainting projects (\$12.0 million) and the PATCO Franklin Square station reopening (\$1.82 million) and PATCO fare collection device replacement (\$8.6 million). Together these listed projects are budgeted to exceed \$85.2 million in total expenditures (prior to federal funding) in 2023.

The Authority's actual financial results could vary materially from management's expectations because of changes in the above factors, and other risks and uncertainties that adversely impact the Authority's operations. This statement, as mentioned above, was the case during 2022, where revenues, including interest income, were significantly impacted by the COVID-19 pandemic.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of the Authority's activities for all of those with an interest in the Authority's activities through December 31, 2022. Questions from interested parties concerning any of the information provided in this report or requests for additional financial information should be addressed to the Office of the Chief Financial Officer, Delaware River Port Authority, One Port Center, 2 Riverside Drive, P.O. Box 1949, Camden, NJ 08101-1949.



DELAWARE RIVER PORT AUTHORITY

Combined Statements of Net Position
December 31, 2022 and 2021

(amounts expressed in thousands)

	2022	2021
Assets		
Current Assets		
Cash and cash equivalents	\$ 29,267	\$ 29,290
Investments	246,385	272,755
Accounts receivable, net of allowance for uncollectibles	20,865	22,548
Leases receivable	1,798	
Accrued interest receivable	1,097	657
Transit system and storeroom inventories	7,935	7,635
Economic development loans - current	1,125	1,045
Prepaid expenses	6,579	5,740
Due from fiduciary funds	268	13
Restricted assets		
Cash and cash equivalents	8,434	14,915
Investments	185,131	233,390
Accrued interest receivable	573	320
Total current assets	509,457	588,308
Noncurrent Assets		
Derivative instrument - forward delivery agreements		1,893
Capital assets, net of accumulated depreciation		
Land	74,059	74,059
Construction in progress	784,689	822,787
Bridges and related buildings and equipment	691,174	617,710
Transit property and equipment	401,110	422,730
Port enhancements	135	329
Total capital assets	1,951,167	1,937,615
Other		
Leases receivable	5,684	
Economic development loans, net of allowance for uncollectibles	7,703	8,828
Total noncurrent assets	1,964,554	1,948,336
Total assets	2,474,011	2,536,644
Deferred Outflows of Resources		
Pension related amounts	33,303	38,223
Loss on refunding of debt	20,819	20,316
Total deferred outflows of resources	54,122	58,539

(Continued)

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Net Position

December 31, 2022 and 2021

(amounts expressed in thousands)

	2022	2021
Liabilities		
Current Liabilities		
Accounts payable		
Retained amounts on contracts	\$ 19,072	\$ 30,767
Other	24,013	27,454
Accrued liabilities		
Claims and judgments	1,231	455
Self-insurance	2,692	4,434
Pension	202	261
Sick and vacation leave benefits	3,649	3,497
Other	1,580	1,361
Unearned revenue	6,997	6,880
Liabilities payable from restricted assets		
Accrued interest payable	23,649	28,904
Bonds payable - current	60,105	71,730
Total current liabilities	<u>143,190</u>	<u>175,743</u>
Noncurrent Liabilities		
Accrued liabilities		
Claims and judgments	892	290
Self-insurance	3,160	1,640
Sick and vacation leave benefits	1,217	1,883
Net pension liability	124,064	155,785
Other postemployment benefits	37,401	66,604
Unearned revenue	965	965
Bonds payable, net of unamortized discounts and premiums	1,036,119	1,151,544
Total noncurrent liabilities	<u>1,203,818</u>	<u>1,378,711</u>
Total liabilities	<u>1,347,008</u>	<u>1,554,454</u>
Deferred Inflows of Resources		
Pension related amounts	43,904	25,248
Forward delivery agreement related amounts		1,893
Postemployment benefit related amounts	9,144	212
Gain on refunding of debt	1,254	
Leases	7,187	
Total deferred inflows of resources	<u>61,489</u>	<u>27,353</u>
Net Position		
Net investment in capital assets	931,613	834,085
Restricted for:		
Debt requirements	162,684	213,384
Capital and port district projects	533	533
Unrestricted (deficiency)	24,806	(34,626)
Total net position	<u>\$ 1,119,636</u>	<u>\$ 1,013,376</u>

The accompanying notes to the combined financial statements are an integral part of these statements.

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Revenues, Expenses and Changes in Net Position
For the Years Ended December 31, 2022 and 2021
(amounts expressed in thousands)

	2022	2021
Operating Revenues		
Bridges		
Tolls	\$ 311,132	\$ 302,944
Other operating revenues	8,728	8,735
Total bridge operating revenues	<u>319,860</u>	<u>311,679</u>
Transit system		
Passenger fares	11,414	8,528
Other operating revenues	880	650
Total transit system operating revenues	<u>12,294</u>	<u>9,178</u>
Other		
Miscellaneous	209	217
Total operating revenues	<u>332,363</u>	<u>321,074</u>
Operating Expenses		
Operations	90,353	94,141
Community impact	500	500
General and administration	51,153	54,402
Depreciation	75,735	72,763
Total operating expenses	<u>217,741</u>	<u>221,806</u>
Operating Income	<u>114,622</u>	<u>99,268</u>
Nonoperating Revenues (Expenses)		
Investment income	2,197	1,573
Lease interest income	299	
Interest expense	(44,630)	(54,584)
Economic development activities	(36)	(28)
Gain (loss) on disposal of capital assets	110	(7,354)
Other nonoperating revenues	1,580	538
Other grant revenues	21,316	33,324
Other nonoperating expenses	(340)	(450)
Total nonoperating revenues (expenses)	<u>(19,504)</u>	<u>(26,981)</u>

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Revenues, Expenses and Changes in Net Position
For the Years Ended December 31, 2022 and 2021*(amounts expressed in thousands)*

	2022	2021
Income before Capital Contributions	\$ 95,118	\$ 72,287
Capital Contributions		
Federal and state capital improvement grants	<u>11,049</u>	<u>7,365</u>
Change in Net Position	106,167	79,652
Net Position, January 1	1,013,376	933,724
Cumulative effect of change in accounting principles	<u>93</u>	
Net Position, January 1 (Restated)	<u>1,013,469</u>	<u>933,724</u>
Net Position, December 31	<u><u>\$ 1,119,636</u></u>	<u><u>\$ 1,013,376</u></u>

The accompanying notes to the combined financial statements are an integral part of these statements.

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Cash Flows
For the Years Ended December 31, 2022 and 2021
(amounts expressed in thousands)

	2022	2021
Cash flows from operating activities		
Receipts from customers and users	\$ 332,032	\$ 318,287
Payments for other goods or services	(58,762)	(65,787)
Payments for employees services	(115,493)	(115,133)
Proceeds from other receipts	1,580	538
Payments for other services	(340)	(450)
Net cash provided by (used in) operating activities	<u>159,017</u>	<u>137,455</u>
Cash flows from noncapital financing activities		
Payments for economic development activities	(50)	(40)
Repayments of economic development loans	1,045	774
Grants received	27,157	31,366
Net cash provided by (used in) noncapital financing activities	<u>28,152</u>	<u>32,100</u>
Cash flows from capital and related financing activities		
Acquisition and construction of capital assets	(100,921)	(183,315)
Proceeds from sales of capital assets	121	158
Capital contributions received	7,433	11,409
Proceeds from termination of forward delivery agreement	1,893	
Proceeds from issuance of capital debt	276,211	
Payment on capital debt refunding	(316,407)	
Principal paid on bonded debt	(86,515)	(70,785)
Interest paid on debt	(53,450)	(59,591)
Net cash provided by (used in) capital and related financing activities	<u>(271,635)</u>	<u>(302,124)</u>
Cash flows from investing activities		
Proceeds from sales and maturities of investments	1,208,646	925,607
Purchase of investments	(1,132,188)	(780,836)
Interest received	1,504	1,277
Net cash provided by (used in) investing activities	<u>77,962</u>	<u>146,048</u>
Net increase (decrease) in cash and cash equivalents	<u>(6,504)</u>	<u>13,479</u>
Cash and cash equivalents, January 1, (including \$14,915 and \$8,169 reported as restricted)	<u>44,205</u>	<u>30,726</u>
Cash and cash equivalents, December 31, (including \$8,434 and \$14,915 reported as restricted)	<u>\$ 37,701</u>	<u>\$ 44,205</u>

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Cash Flows
For the Years Ended December 31, 2022 and 2021
(amounts expressed in thousands)

	2022	2021
Reconciliation of Operating Income to Net Cash		
Provided by Operating Activities:		
Operating income	\$ 114,622	\$ 99,268
Adjustments to reconcile operating income to net cash provided by operating activities:		
Lease interest income	299	
Depreciation	75,735	72,763
Other nonoperating revenues (expenses)	1,240	88
Changes in assets and liabilities:		
Increase (decrease) in deferred inflows of resources - leases	(1,760)	
(Increase) decrease in accounts receivable	(543)	(2,731)
(Increase) decrease in leases receivable	1,559	
(Increase) decrease in transit system and storeroom inventories	(300)	(491)
(Increase) decrease in prepaid expenses	(839)	205
Increase (decrease) in retained amounts on contracts	(72)	6
Increase (decrease) in accounts payable	(3,427)	(20,944)
Increase (decrease) in claims and judgments	1,378	(126)
Increase (decrease) in self-insurance	(222)	1,538
Increase (decrease) in pension	(8,204)	557
Increase (decrease) in sick and vacation leave benefits payable	(514)	(161)
Increase (decrease) in other accrued liabilities	219	120
Increase (decrease) in other postemployment benefits	(20,271)	(12,682)
Increase (decrease) in unearned revenue	117	45
Net cash provided by operating activities	\$ 159,017	\$ 137,455
Noncash Investing, Capital and Financing Activities:		
Capital contributions included in accounts receivable	\$ 9,599	\$ 5,983
Acquisition of capital assets included in accounts payable	18,804	30,427
Economic development loans receivable	8,828	9,873

The accompanying notes to the combined financial statements are an integral part of these statements.

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Fiduciary Net Position
December 31, 2022 and 2021
(amounts expressed in thousands)

	2022		2021	
	Other Postemployment Benefits Trust Fund	Custodial Funds	Other Postemployment Benefits Trust Fund	Custodial Funds
Assets				
Investments	\$ 31,850		\$ 32,809	
Intergovernmental receivables		\$ 1,260		\$ 13
Accrued interest receivable	235		161	
Total assets	32,085	1,260	32,970	13
Liabilities				
Accounts payable				
Retained amounts on contracts		11		
Other		981		
Accrued liabilities				
Other	26		26	
Due to enterprise fund		268		13
Total liabilities	26	1,260	26	13
Fiduciary net position restricted for:				
Postemployment benefits other than pensions	32,059		32,944	
Total fiduciary net position	\$ 32,059	-	\$ 32,944	-

The accompanying notes to the combined financial statements are an integral part of these statements.

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Changes in Fiduciary Net Position
For the Years Ended December 31, 2022 and 2021
(amounts expressed in thousands)

	2022		2021	
	Other Postemployment Benefits Trust Fund	Custodial Funds	Other Postemployment Benefits Trust Fund	Custodial Funds
Additions				
Contributions				
Employers	\$ 4,814	-	\$ 4,889	-
Investment earnings				
Net increase (decrease in fair value of investments)	(1,407)		(885)	
Interest and dividends	618		722	
Net investment earnings	(789)	-	(163)	-
Collections from project / funding partners	-	\$ 1,247	-	\$ 13
Total additions	4,025	1,247	4,726	13
Deductions				
Benefit payments	4,814		4,889	
Administrative expenses	96		99	
Project payments		1,247		13
Total deductions	4,910	1,247	4,988	13
Change in fiduciary net position	(885)	-	(262)	-
Fiduciary net position, January 1	32,944	-	33,206	-
Fiduciary net position, December 31	\$ 32,059	-	\$ 32,944	-

The accompanying notes to the combined financial statements are an integral part of these statements.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2022 and 2021
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies

Description of Operations: The Delaware River Port Authority (the “Authority”) is a public corporate instrumentality of the Commonwealth of Pennsylvania (the “Commonwealth”) and the State of New Jersey (the “State”), created with the consent of Congress by compact legislation between the Commonwealth and the State. The Authority has no stockholders or equity holders. The Authority is vested with the ownership, control, operation, and collection of tolls and revenues of certain bridges spanning the Delaware River; namely, the Benjamin Franklin, Walt Whitman, Commodore Barry, and Betsy Ross bridges. The Authority has also constructed, and owns, a high-speed transit system that is operated by the Port Authority Transit Corporation (“PATCO”). The transit system operates between Philadelphia, Pennsylvania and Lindenwold, New Jersey.

The costs of providing facilities and services to the general public on a continuing basis are recovered primarily in the form of tolls and fares. The Authority is a member of the E-ZPass Interagency Group, the largest interoperable electronic toll collection system in the world, comprised of thirty-eight (38) agencies in twenty (20) states. Through December 31, 2022, customer participation in the E-ZPass electronic toll collection process exceeded seventy-nine percent (79.8%) of its toll collection activity during rush hour periods. Toll revenues collected through E-ZPass are seventy-eight percent (78%) of total toll revenues.

The Authority owns its One Port Center headquarters building and leases several floors to various tenants. The building is managed by a real estate management firm, which is overseen by Authority senior management.

Basis of Presentation: The combined financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to governmental units. The Governmental Accounting Standards Board (“GASB”) is the accepted standard setting body for establishing governmental accounting and financial reporting principles.

As part of the Authority’s combined financial statements, two funds are maintained: a proprietary fund (enterprise fund) and a fiduciary fund (consisting of another employee benefit trust fund and a custodial fund). The focus of enterprise funds is the measurement of economic resources, that is, the determination of operating income, changes in net position (or cost recovery), financial position, and cash flows. The focus of fiduciary funds is also the measurement of economic resources.

The enterprise fund is maintained on the accrual basis of accounting. Enterprise funds account for activities (i) that are financed with debt that is secured solely by a pledge of the net revenues from fees and charges of the activity; or (ii) that are required by law or regulations that the activity’s cost of providing services, including capital cost (such as depreciation or debt service), be recovered with fees and charges, rather than with taxes or similar revenues; or (iii) that the pricing policies of the activity establish fees and charges designed to recover its costs, including capital costs (such as depreciation or debt service). Under this method, revenues are recorded when earned and expenses are recorded when the related liability is incurred.

The fiduciary fund is also maintained on the accrual basis of accounting. The fiduciary fund accounts for the recording and accumulation of other postemployment benefit resources, which are held in trust for the exclusive benefit of the Authority’s retirees. This fund is referred to as the “Other Postemployment Benefits” (“OPEB”) Trust. In addition, the fiduciary fund maintains custodial funds that account for the recording and accumulation of resources for the proposed Glassboro-Camden Line (GCL) project, which is an 18-mile passenger rail line between Glassboro and Camden in Southern New Jersey. (Note: The Authority is the project manager for the GCL, on behalf of the NJ Transit, and is provided with the authority to implement various pre-development activities for the project. The Authority has **no** financial responsibility related to the funding of the GCL project).

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2022 and 2021
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies (Continued)

Cash and Cash Equivalents: The Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents (Note 2) for purposes of the combined statements of cash flows. In addition, according to the various Indentures of Trust, which govern the flow and accounting of the Authority's financial resources, certain accounts are required to be maintained in order to comply with the provisions of the Indentures of Trust. For the accounts that are restricted, the Authority has recorded the applicable cash and cash equivalents as restricted on the combined financial statements (Note 11).

Investment in Securities: Investments are stated at fair value, generally based on quoted market prices. Certain investments are maintained in connection with the Authority's bonded debt (Notes 3 and 12) and the OPEB Trust. Likewise, as with cash and cash equivalents, the accounts that are restricted as per the various Indentures of Trust have been recorded as restricted investments on the combined financial statements (Note 11).

Accounts Receivable: The Authority establishes a provision for the estimated amount of uncollectible accounts based upon periodic analysis of collection history.

Leases Receivable: Lease receivables recorded on the financial statement represents a contract that conveys control of the right to use the Authority's (lessor) nonfinancial asset. At the commencement of the lease term, the lessor recognizes a lease receivable and a deferred inflow of resources. The lease receivable is measured at the present value of lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term that relate to future periods.

Transit System Inventory: Transit system inventory, consisting principally of spare parts for maintenance of transit system facilities, is stated at the lower of cost (first-in, first-out method) or market.

Bond Premiums, Bond Discounts, Gain on Refunding, and Loss on Refunding: Bond premiums and discounts are amortized by the effective interest method from the issue date to maturity and are presented as an adjustment to the face amount of the bonds. Likewise, a gain on refunding and a loss on refunding arising from the issuance of the revenue bonds and port district project bonds are amortized by the effective interest method from the issue date to maturity. The gain on refunding of debt, however, is classified as a deferred inflow of resources and the loss on refunding of debt, however, is classified as a deferred outflow of resources on the combined statements of net position.

Capital Assets: Capital assets are stated at cost, which generally include expenses for legal expenses incurred during the construction period. Capital assets also include the cost incurred for port-related projects, and improvements, enlargements and betterments to the original assets. Replacements of existing assets (except for primarily police and certain other vehicles whose estimated useful life is two years or less) are also recorded at cost. The related costs and accumulated depreciation of the property replaced are removed from the respective accounts, and any gain or loss on disposition is credited or charged to non-operating revenues or expenses. Assets capitalizable generally have an original cost of five thousand dollars or more and a useful life in excess of three years. Depreciation and amortization are provided using the straight-line method over the estimated useful lives of the related assets, including those financed by federal and state contributions (Notes 7 and 13).

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Notes to Combined Financial Statements
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Note 1. Summary of Significant Accounting Policies (Continued)

Capital Assets (Continued): Asset lives used in the calculation of depreciation are generally as follows:

Bridges, freeways and tunnels	100 years
Buildings, stations and certain bridge components	35 - 50 years
Electrification, signals and communications system	30 - 40 years
Transit cars, machinery and equipment	10 - 25 years
Computer equipment, automobiles and other equipment	3 - 10 years

Maintenance and Repairs: Maintenance and repair costs considered necessary to maintain bridge facilities in good operating condition are charged to operations as incurred.

Self-insurance: The Authority provides for the uninsured portion of potential public liability and workers' compensation claims through self-insurance programs and charges current operations for estimated claims to be paid (Note 14).

Pensions: For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pennsylvania State Employees' Retirement System ("SERS") and the State of New Jersey Public Employees' Retirement System ("PERS"), and additions to/deductions from SERS and PERS fiduciary net position, have been determined on the same basis as reported by the plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Postemployment Benefits Other Than Pensions ("OPEB"): For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Authority's OPEB Trust and additions to/deductions from the OPEB Trust's fiduciary net position have been determined on the same basis as they are reported by the OPEB Trust. For this purpose, the OPEB Trust recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Economic Development Activities: The Authority establishes loan loss provisions for economic development loans receivable, based upon collection history and analysis of creditor's ability to pay. The Authority has established a loss reserve in the amount of \$1,345 as of December 31, 2022 and 2021 for its economic development loans outstanding.

Net Position: Net position is classified in the following three components:

Net Investment in Capital Assets: This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any bonds, notes or other borrowings, and deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

Restricted: This component of net position consists of external constraints imposed by creditors (such as debt covenants), grantors, contributors, laws or regulations of other governments, or constraints imposed by law through constitutional provisions or enabling legislation, that restricts the use of net position.

Unrestricted: This component of net position consists of a net position that does not meet the definition of "restricted" or "net investment in capital assets." This component includes net position that may be allocated for specific purposes by the Board. A deficiency will require future funding.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 1. Summary of Significant Accounting Policies (Continued)

Operating and Non-Operating Revenues and Expenses: Operating revenues include all revenues derived from facility charges (i.e., toll revenues, which include E-ZPass revenues), PATCO operations (passenger fare, advertising and parking), and other revenue sources. Non-operating revenues principally consist of interest income earned on various interest-bearing accounts and on investments in debt securities and other grant revenues.

Operating expenses include expenses associated with the operation, maintenance, and repair of the bridges, PATCO, and general administrative expenses. Non-operating expenses principally include expenses attributable to the Authority's interest on funded debt and economic development activities.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Debt Management: Total outstanding bond debt reflected on the combined statements of net position is net of unamortized bond discounts and premiums (Note 12).

Derivative Instruments: The Authority was a party to one (1) forward delivery agreement during 2021 and 2022, related to the debt service reserve for the 2012 Port District Project Bonds (Note 4). This forward delivery agreement allowed the Authority to earn a guaranteed fixed rate of return over the life of the investments in the reserve. In November 2022, the Authority terminated the forward agreement.

Budget: In accordance with Section 5.15 of the 1998 Revenue Refunding Bonds Indenture of Trust and its Supplemental Indentures and Section 5.07 of the 2022 Port District Project ("PDP") Bond Indentures of Trust, the Authority must annually adopt an Annual Budget on or before December 31 for the ensuing year. (Note: An Annual Budget for the 2012 PDP Bonds was not necessary for the year 2023 since all remaining bonds were refunded prior to the end of 2022.) For the Revenue Bonds, Section 5.15 of the 1998 Revenue Refunding Bond Indenture of Trust requires that the Authority, on or before December 31, in each year, adopt a final budget for the ensuing year of (i) operational expenses, (ii) the PATCO Subsidy, (iii) the amount to be deposited to the credit of the Maintenance Reserve Fund, and (iv) the estimated amounts to be deposited into the Debt Service Fund, the Debt Service Reserve Fund, and the Rebate Fund. Each Annual Budget must also contain the Authority's projections of revenues for the ensuing year demonstrating compliance with the covenant as to facility charges as set forth in Section 5.09 of the Indentures of Trust. On or before December 31 in each year, the Authority must file a copy of the Annual Budget for the ensuing year with the Trustee. The Authority did adopt an Annual Budget for 2023 prior to the December 31, 2022 deadline.

The Port District Project Bond Indentures require the following: the adopted budget must set forth, inter alia, the PATCO Subsidiary, the amount of any operating subsidy paid or payable by the Authority to or for the account of any other subsidiary of the Authority (including, without limitation, the Port of Philadelphia and Camden) and all other material operating expenses of the Authority payable from the General Fund (see Note 11 for description of funds established under the Trust Indentures). The Authority must also include the debt service payable on the bonds and any additional subordinated indebtedness during the ensuing year and all amounts required to be paid by the Authority into the Debt Service Reserve Fund or the Rebate Fund or to any Reserve Fund Credit Facility issuer during the ensuing year. On or before December 31, in each year, the Authority must file a copy of the Annual Budget for the ensuing year with the Trustees and Credit Facility Issuer.

The Authority filed the appropriate budgets for 2022 and 2021, as described above, to its bond trustees by December 31, 2021 and 2020, in compliance with the bond indentures. These budgets became effective on January 1 of the subsequent year.

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Note 1. Summary of Significant Accounting Policies (Continued)

Budget (Continued): The Authority may at any time adopt an amended or supplemental Annual Budget for the remainder of the then-current year, which shall be treated as the Annual Budget under the provisions of the Indentures of Trust. A copy of any amended or supplemental Annual Budget must be promptly filed with the Trustees.

Interfunds: Interfund receivables/payables represent amounts that are owed, other than charges for goods and services rendered, to/from a particular fund. These receivables/payables are eliminated during the aggregation process.

Use of Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the combined financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Income Taxes: The Authority is a public corporate instrumentality of the State of New Jersey and the Commonwealth of Pennsylvania, and is described in its amended governing Compact, has been “deemed to be exercising an essential government function in effectuating such purposes,” and therefore is exempt from income taxes pursuant to the Internal Revenue Code (Section 115).

Note 2. Cash and Cash Equivalents

Custodial Credit Risk Related to Deposits: Custodial credit risk is the risk that, in the event of a bank failure, the Authority’s deposits might not be recovered. The Authority does not have a deposit policy for custodial credit risk, however, the Authority has agreements with various banks where most of the deposits are collateralized or secured by U.S. Treasury notes or through a Federal Home Loan Bank Letter of Credit. As of December 31, 2022 and 2021, the Authority’s bank balances of \$49,561 and \$122,435 (including certificates of deposit of \$2,504 and \$74,406 classified as investments in the combined statements of net position), respectively, were exposed to custodial credit risk as follows:

	2022	2021
Uninsured and uncollateralized	\$ 18,471	\$ 15,312
Collateralized with securities held by the pledging financial institution in the Authority’s name	\$ 29,505	\$ 105,377

Note 3. Investment in Securities

Excluding the investments of the OPEB Trust, the Authority’s investments in various securities are maintained for specified funds in accordance with the provisions of the Indenture of Trust adopted as of July 1, 1998 (revised in 2018) or the Authority’s General Fund investment policy (for unrestricted investments), which was revised and became effective on March 15, 2019 (see reference below under *Interest Rate Risk*).

Custodial Credit Risk Related to Investments: For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in possession of an outside party. The Authority’s investments at December 31, 2022 and 2021 totaled \$431,516 and \$506,145, respectively. These investments consisted of short-term investments, asset backed securities, commercial paper, corporate bonds and notes, U.S. federal agency notes and bonds, and U.S. government treasuries. All of the Authority’s investments are maintained in the Authority’s name, by a third-party financial institution acting as the Authority’s agent.

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Note 3. Investment in Securities (Continued)

Custodial Credit Risk Related to Investments (Continued): As of December 31, 2022 and 2021, the Authority had the following investments:

Investment	Maturities (months average)	Fair Value Hierarchy Level *	2022	2021
Asset back securities	195.62	Level 1	\$ 116	\$ 146
Commercial Paper		Level 1		10,436
Corporate bonds and notes	41.15	Level 1	76,595	75,454
Short-term investments	9.73	Level 1	323,394	307,004
U.S. federal agency notes and bonds	365.65	Level 1	40	60
U.S. government treasuries	39.37	Level 1	28,867	38,639
			429,012	431,739
Certificates of deposits held at banks			2,504	74,406
Total			\$ 431,516	\$ 506,145

* Level 1 inputs are quoted (unadjusted) prices in active markets for identical assets that the government can access at the measurement date. Observable markets include exchange markets, dealer markets, brokered markets and principal-to-principal markets.

Level 2 inputs are inputs other than quoted prices included within Level 1 that are observable for the asset, either directly or indirectly. These inputs are derived from or corroborated by observable market data through correlation.

Level 3 inputs are unobservable inputs for the asset; they should be used only when the relevant Level 1 and Level 2 inputs are unavailable.

The weighted average maturity of the Authority's investment portfolio was 17.42 and 21.00 months as of December 31, 2022 and 2021, respectively.

The short-term investments primarily consist of money market funds and certificates of deposits with a maturity of greater than one year. Since these funds are held by a third-party financial institution, and it is the policy of the Authority to re-invest these funds in investments with longer maturities, these amounts have been classified as investments, as opposed to cash and cash equivalents, in the combined statements of net position.

Interest Rate Risk: The Authority's General Fund investment policy (approved by the Board in February 2019) limits investment maturities (on unrestricted investments) as a means of managing its exposure to fair value losses arising from increasing interest rates and is as follows: the average effective duration of the portfolio is not to exceed thirty-six (36) months, and the maximum effective duration of any individual security is not to exceed seven (7) years, unless otherwise specified.

Credit Risk: Investments are purchased in accordance with the 1998 Indenture of Trust and its Supplemental Indenture and General Fund investment parameters and generally include U.S. government obligations, money market funds, obligations of U.S. agencies or instrumentalities, and obligations of public agencies or municipalities rated in either of the two highest rating categories by Standard & Poor's Ratings or Moody's Investors Service. In accordance with the 1998 Indenture of Trust and its Supplemental Indentures and its General Fund investment guidelines, the Authority invests in corporate bonds and commercial paper rated A-1 by Standard & Poor's Corporation.

DELAWARE RIVER PORT AUTHORITY
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Note 3. Investment in Securities (Continued)

Credit Risk (Continued): Guaranteed income contracts are collateralized by U.S. government and agency securities, and debt obligations having a rating in the highest rating category from Moody's Investors Service or Standard & Poor's Rating Services. As of December 31, 2022, the following are the actual ratings by Standard & Poor's:

Actual Rating	Asset Backed Securities	Corporate Bonds and Notes	U.S. Federal Agency Notes and Bonds	U.S. Government Treasuries
AAA		\$ 2,067		
AA+		3,976		
AA	\$ 18	2,270		
AA-		7,317		
A+		11,249		
A-		29,487		
A		16,366		
A1		366		
BBB+		3,491		
C	31			
D	1			
Unrated	66	6	\$ 40	\$ 28,867
	<u>\$ 116</u>	<u>\$ 76,595</u>	<u>\$ 40</u>	<u>\$ 28,867</u>

As of December 31, 2022, the following are the actual ratings by Moody's:

Actual Rating	Asset Backed Securities	Corporate Bonds and Notes	U.S. Federal Agency Notes and Bonds	U.S. Government Treasuries
Aaa		\$ 4,548	\$ 40	\$ 18,408
Aa2		4,044		
Aa3		6,685		
A		366		
A1		16,409		
A2	\$ 1	18,589		
A3	18	21,510		
C	31			
Unrated	66	4,444		10,459
	<u>\$ 116</u>	<u>\$ 76,595</u>	<u>\$ 40</u>	<u>\$ 28,867</u>

Concentration of Credit Risk: The Authority's investment policy on the concentration of credit risk for its General Fund investments states that no limitations exist on the purchase of investments in obligations of the U.S. government and U.S. federal agencies since they are fully guaranteed or backed by the U.S. government.

For the purchase of investments in obligations of all other issuers, total investments held from any one issuer shall not exceed ten percent (10%) of the aggregate market value of the entire portfolio, except for repurchase agreements, which, from any one issuer, shall not exceed twenty-five percent (25%) of the aggregate market value of the portfolio. As of December 31, 2022, more than 5% of the Authority's investments are with Credit Suisse AG corporate bond and note. This investment represents 13.60% of the Authority's total investments subject to credit risk.

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Notes to Combined Financial Statements
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Note 3. Investment in Securities (Continued)

OPEB Trust

As previously stated, the OPEB Trust accounts for the recording and accumulation of other postemployment benefit resources (Authority contributions), which are held in trust for the exclusive benefit of the Authority's retirees. These contributions are invested by the Authority.

Custodial Credit Risk Related to Investments: The Authority's investments at December 31, 2022 and 2021 totaled \$31,850 and \$32,809, respectively. These investments consisted of money market funds, corporate bonds and notes, U.S. federal agency notes and bonds, and U.S. government treasuries. All of the Authority's investments are maintained in the Authority's name, by a third-party financial institution acting as the Authority's agent.

As of December 31, 2022 and 2021, the Authority had the following investments in the OPEB Trust:

Investment	Maturities (months average)	Fair Value Hierarchy Level	2022	2021
Money market funds	0.03	Level 1	\$ 2,922	\$ 580
Corporate bonds and notes	37.63	Level 1	3,957	4,750
U.S. federal agency notes and bonds	47.15	Level 1	640	840
U.S. government treasuries	32.81	Level 1	24,331	26,639
Total			<u>\$ 31,850</u>	<u>\$ 32,809</u>

The weighted average maturity of the Authority's investment portfolio was 30.69 and 32.93 months as of December 31, 2022 and 2021, respectively.

Interest Rate Risk: The Authority's investment policy for the OPEB Trust calls for investments predominately in fixed income assets (corporate bonds, US treasury and agency paper, totaling approximately 91% of the portfolio), with the remainder held in high quality money market securities.

Credit Risk: As of December 31, 2022, the actual ratings by Moody's for the OPEB Trust investments were as follows:

Actual Rating	Corporate Bonds and Notes	U.S. Federal Agency Notes and Bonds	U.S. Government Treasuries
Aaa	\$ 248	\$ 558	\$ 24,331
Aa2	285		
A1	1,262		
A2	1,208		
A3	954	82	
	<u>\$ 3,957</u>	<u>\$ 640</u>	<u>\$ 24,331</u>

Concentration of Credit Risk: As of December 31, 2022, more than 5% of the Authority's investments were with the following: Apple Corporation, Bank of Montreal, Nvidia Corporation, Shell International, Toronto Dominion Bank, Unilever Capital Corporation, John Deere Capital Corporation, Charles Schwab Corporation, IBM Credit Corporation, Realty Income Corporation, and the Federal Home Loan Mortgage Corporation. These investments represent 5.40%, 6.25%, 7.18%, 6.20%, 6.20%, 6.52%, 6.65%, 6.20%, 6.35%, 6.41%, and 12.15%, respectively, of the Authority's OPEB Trust investments subject to credit risk.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 4. Derivative Instruments

Forward Delivery Agreement (Terminated)

As of December 31, 2022, the Authority is no longer party to any forward delivery agreement. The Reserve Fund Forward Delivery agreement related to the 2012 Port District Project Refunding Bonds, was terminated on November 17, 2022. As consideration for termination of the agreement, the Authority received a sum of \$500,000, which funds were used in the 2022 PDP Refunding Bond transaction as a source of funds.

“Eligible Securities” under the forward delivery agreement means “direct, full faith and credit-non-callable obligations of the United States of America; REFCORP Interest Strips, senior debt obligations issued by Fannie Mae or the Federal Home Loan Mortgage Corporation; and commercial paper which is rated “P-1” by Moody’s and “A-1+” by S&P, and which matures not more than 270 days after the date of delivery.”

Objective and Terms of the Forward Delivery Agreement: The forward delivery agreement allowed the Authority to earn a guaranteed fixed rate of return over the life of the investments. That agreement was utilized by the Authority to earn a rate of return in excess of a rate that would otherwise be feasible by investing in securities with a shorter term.

The general terms of the agreement are set forth in the table below:

	Effective Date of Agreement	Termination Date	Scheduled Amount	Guaranteed Rate	Fair Value *	
					2022	2021
Series 2012 port district project bonds bond service fund	12/22/99	11/17/22	\$ 10,436	5.92%	-	\$ 1,893

* Level 3 inputs are unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities.

Fair Value: The fair value of the forward delivery agreement was based on the value of the future discounted cash flows expected to be received over the life of the agreement relative to an estimate of discounted cash flows that could be received over the same term based on current market conditions. The fair value of the forward delivery agreement was classified as a noncurrent asset. As the forward delivery agreement is effective hedging instruments, the offsetting balances was reflected as a deferred inflows of resources. The fair value of the agreements was assessed at the end of each year.

Credit Risk: Credit risk is the risk that the counterparty will not fulfill its obligations. Under the terms of the forward delivery agreement, the Authority was either holding cash or an approved security within certain bond service funds. None of the principal amount of an investment under the forward delivery agreement was at risk to the credit of the counterparty. Had the counterparty default, the Authority’s maximum exposure was the positive termination value, related to this agreement.

Interest Rate Risk: Interest rate risk is the risk that changes in interest rates will adversely affect the fair values of the Authority’s financial instruments or cash flows. The fair value of the forward delivery agreement was expected to fluctuate over the life of the agreement in response to changes in interest rates. The Authority did not have a formally adopted policy related for interest rate risk on the forward delivery agreement.

Termination Risk: The Authority or the counterparty could have terminated the forward delivery agreement if the other party failed to perform under the terms of the contract. If the forward delivery agreement had a negative fair value at the time of termination, the Authority would be liable to the counterparty for a payment equivalent to the fair value of the instrument at the time of termination.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 5. Accounts Receivable and Leases Receivable

Accounts receivable for December 31, 2022 and December 31, 2021 are as follows:

	2022	2021
Reimbursements from governmental agencies -		
Federal Transit Administration	\$ 5,017	\$ 11,985
Reimbursements from other governmental agencies	5,399	657
Development projects	3,500	3,500
E-ZPass bridge tolls from other agencies	8,995	8,548
Other	1,454	1,358
	24,365	26,048
Gross receivables	24,365	26,048
Less: allowance for uncollectibles	(3,500)	(3,500)
	\$ 20,865	\$ 22,548
Net total receivables	\$ 20,865	\$ 22,548

The Authority is reporting leases receivable of \$7,482 at December 31, 2022. The Authority reported lease revenue of \$1,760 and lease interest income of \$299 related to lease payments received during the year ended December 31, 2022. The leases are summarized as follows:

Lease Description	Lease Receivable	Lease Revenue	Lease Interest Income
Licenses	\$ 1,863	\$ 320	\$ 78
One Port Center	5,124	1,400	201
Parking	495	40	20
	\$ 7,482	\$ 1,760	\$ 299

The Authority owns land and certain structures and leases a portion of the land to billboard companies who constructed billboards for advertising purposes. In addition, land and structures owned by the Authority are leased to communication companies that run fiber optic cables across the structures and along the right of way. The Authority currently has eight (8) lease agreements with terms ranging from four to sixteen years, with options to renew. The Authority is receiving payments up through 2036 for base rent, and in some cases a portion of the advertising revenue.

The Authority owns an office building and occupies 51.80% and has several rental agreements with tenants for the remaining 48.20%. The terms of the agreements range from three to seven years, with options to renew which must be approved by both parties and the DRPA Board of Commissioners. The Authority is receiving fixed minimum monthly guaranteed (MAG) payments up through 2027.

The Authority owns a partial of land that is leased to a company that uses it for parking. The term of the agreement is for fourteen years, with options to renew. The Authority is receiving fixed payments through 2034.

DELAWARE RIVER PORT AUTHORITY
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Note 6. Changes in Long-Term Liabilities

Long-term liability activity for the year ended December 31, 2022 is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due within 1 Year
Bonds payable					
2012 Port District Project Refunding Bonds	\$ 95,780		\$ (95,780)		
2022 Port District Project Refunding Bonds		\$ 53,305		\$ 53,305	
2013 Revenue Bonds	476,585		(232,640)	243,945	
2018 Revenue Bonds	587,380		(57,645)	529,735	\$ 60,105
2022 Revenue Refunding Bonds		220,360		220,360	
Issuance discounts/premiums	63,529	2,546	(17,196)	48,879	
Total bonds payable	1,223,274	276,211	(403,261)	1,096,224	60,105
Other liabilities					
Claims and judgments	745	\$ 1,782	(404)	2,123	1,231
Self-insurance	6,074	2,469	(2,691)	5,852	2,692
Sick and vacation leave	5,380	12,495	(13,009)	4,866	3,649
Net pension liability	155,785	51,412	(83,133)	124,064	
Unearned revenue	7,845	9,155	(9,038)	7,962	6,997
Other postemployment benefits	66,604	5,073	(34,276)	37,401	
Total other liabilities	242,433	82,386	(142,551)	182,268	14,569
Total long-term liabilities	\$ 1,465,707	\$ 358,597	\$ (545,812)	\$ 1,278,492	\$ 74,674

Long-term liability activity for the year ended December 31, 2021 is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due within 1 Year
Bonds payable					
1999 Port District Project Bonds	\$ 1,035		\$ (1,035)		
2012 Port District Project Refunding Bonds	108,130		(12,350)	\$ 95,780	\$ 14,085
2013 Revenue Bonds	476,585			476,585	
2018 Revenue Bonds	644,780		(57,400)	587,380	57,645
Issuance discounts/premiums	76,489		(12,960)	63,529	
Total bonds payable	1,307,019	-	(83,745)	1,223,274	71,730
Other liabilities					
Claims and judgments	871	\$ 328	(454)	745	455
Self-insurance	4,536	4,732	(3,194)	6,074	4,434
Sick and vacation leave	5,541	6,707	(6,868)	5,380	3,497
Net pension liability	157,711	59,957	(61,883)	155,785	
Unearned revenue	7,800	6,374	(6,329)	7,845	6,880
Other postemployment benefits	69,404	2,553	(5,353)	66,604	
Total other liabilities	245,863	80,651	(84,081)	242,433	15,266
Total long-term liabilities	\$ 1,552,882	\$ 80,651	\$ (167,826)	\$ 1,465,707	\$ 86,996

DELAWARE RIVER PORT AUTHORITY
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Note 7. Capital Assets

Capital assets for the year ended December 31, 2022 were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	\$ 74,059			\$ 74,059
Construction in progress	822,787	\$ 80,078	\$ (118,176)	784,689
Total capital assets not being depreciated	896,846	80,078	(118,176)	858,748
Capital assets being depreciated				
Bridges and related building and equipment	1,416,516	123,201	(640)	1,539,077
Transit property and equipment	804,056	4,193	(91)	808,158
Port enhancements	6,703			6,703
Total capital assets being depreciated	2,227,275	127,394	(731)	2,353,938
Less: accumulated depreciation for:				
Bridges and related building and equipment	(798,806)	(49,729)	632	(847,903)
Transit property and equipment	(381,326)	(25,812)	90	(407,048)
Port enhancements	(6,374)	(194)		(6,568)
Total accumulated depreciation	(1,186,506)	(75,735)	722	(1,261,519)
Total capital assets being depreciated, net	1,040,769	51,659	(9)	1,092,419
Total capital assets, net	\$ 1,937,615	\$ 131,737	\$ (118,185)	\$ 1,951,167

Capital assets for the year ended December 31, 2021 were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	\$ 74,059			\$ 74,059
Construction in progress	684,280	\$ 180,290	\$ (41,783)	822,787
Total capital assets not being depreciated	758,339	180,290	(41,783)	896,846
Capital assets being depreciated				
Bridges and related building and equipment	1,387,548	37,358	(8,390)	1,416,516
Transit property and equipment	789,434	14,954	(332)	804,056
Port enhancements	6,703			6,703
Total capital assets being depreciated	2,183,685	52,312	(8,722)	2,227,275
Less: accumulated depreciation for:				
Bridges and related building and equipment	(753,175)	(46,509)	878	(798,806)
Transit property and equipment	(355,657)	(26,000)	331	(381,326)
Port enhancements	(6,120)	(254)		(6,374)
Total accumulated depreciation	(1,114,952)	(72,763)	1,209	(1,186,506)
Total capital assets being depreciated, net	1,068,733	(20,451)	(7,513)	1,040,769
Total capital assets, net	\$ 1,827,072	\$ 159,839	\$ (49,296)	\$ 1,937,615

Total depreciation expense for the years ended December 31, 2022 and 2021 was \$75,735 and \$72,763, respectively.

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Note 8. Deferred Compensation Plan

The Authority offers its employees a deferred compensation plan in accordance with Internal Revenue Code Section 457. The plan, available to all full-time employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. The Authority does not make any contributions to the plan. To comply with changes in federal regulations and GASBS 32, *Accounting and Financial Reporting for Internal Revenue Code 457 Deferred Compensation Plans*, the Authority amended the plan in 1998 so that all amounts of compensation deferred under the plan, all property and rights purchased with those amounts, and all income attributable to those amounts, property, or rights are solely the property of the employees.

Note 9. Pension Plans

Employees of the Authority participate in the Pennsylvania State Employees' Retirement System ("SERS"), the State of New Jersey Public Employees' Retirement System ("PERS"), or the Teamsters Pension Plan of Philadelphia and Vicinity.

General Information about the Plans

Plan Descriptions

Pennsylvania State Employees' Retirement System: The Pennsylvania State Employees' Retirement System is the administrator of a cost-sharing multiple-employer defined benefit pension plan established by the Commonwealth of Pennsylvania ("Commonwealth") to provide pension benefits for employees of state government and certain independent agencies. SERS is a component unit of the Commonwealth and is included in the Commonwealth's financial report as a pension trust fund. Membership in SERS is mandatory for most state employees. Members and employees of the General Assembly, certain elected or appointed officials in the executive branch, department heads, and certain employees in the field of education are not required but are given the option to participate.

SERS provides retirement, death, and disability benefits. Article II of the Commonwealth's constitution assigns the authority to establish and amend the benefit provision of the plan to the General Assembly. Member retirement benefits are determined by taking years of credited service, multiplied by final average salary, multiplied by 2%, multiplied by class of service multiplier. According to the State Employees' Retirement Code, all obligations of SERS will be assumed by the Commonwealth should SERS terminate.

The Pennsylvania State Employees' Retirement System issues a publicly available annual financial report, including financial statements, which may be obtained by writing to Pennsylvania State Employees' Retirement System, 30 North 3rd Street, Suite 150, Harrisburg, Pennsylvania 17101.

State of New Jersey Public Employees' Retirement System: The Public Employees' Retirement System ("PERS") is the administrator of a cost-sharing multiple-employer defined benefit pension plan established by the State of New Jersey ("State") which was established as of January 1, 1955 under the provisions of N.J.S.A. 43:15A. The PERS' designated purpose is to provide retirement, death, disability, and medical benefits to certain qualified members. Membership in the PERS is mandatory for some full-time employees of the Authority, provided the employee is not required to be a member of another state-administered retirement system or other state pensions fund or local jurisdiction's pension fund. The PERS' Board of Trustees is primarily responsible for the administration of the PERS.

The State of New Jersey Public Employees' Retirement System issues a publicly available annual financial report, including financial statements, which may be obtained by writing to State of New Jersey, Division of Pensions and Benefits, P.O. Box 295, Trenton, New Jersey 08625-0295.

DELAWARE RIVER PORT AUTHORITY
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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Plan Descriptions (Continued)

Teamsters Pension Plan of Philadelphia and Vicinity: The Teamsters Health and Welfare Fund of Philadelphia and Vicinity (the "Fund") covers all eligible employees working for employers who have a collective bargaining agreement with a Teamsters local union which is party to the Fund and under which the employers have agreed to make contributions to the Fund on the employees' behalf in accordance with negotiated hourly rates. The Fund is a cost-sharing multiple-employer defined benefit that was established under the terms of collective bargaining agreements between the employers and Teamsters local unions (the local unions), located in central and northeast portions of Pennsylvania, along the eastern shore of Maryland, Maine, New York and Ohio, and is not a state or local governmental pension plan. The Fund is generally non-contributory but does provide for participant contributions under the Consolidated Omnibus Budget Reconciliation Act (COBRA). The Fund provides health and other benefits to eligible participants who are covered under collective bargaining agreements, or other written agreements, with the local unions. The Fund is administered by a Board of Trustees (Trustees) with equal representation by the employers and the local unions and is subject to the provisions of the Employee Retirement Income Security Act of 1974, as amended (ERISA). Benefit terms are established, and amended, by the Trustees. The Authority is not subject to any provisions regarding withdrawal from the Fund.

The Teamsters Pension Plan of Philadelphia and Vicinity issues a publicly available annual financial report, including financial statements, which may be obtained by writing to Teamsters Pension Plan of Philadelphia and Vicinity, Fourth and Cherry Streets, Philadelphia, Pennsylvania 19106.

Vesting and Benefit Provisions

Pennsylvania State Employees' Retirement System: A member may retire after completing three years of service and after reaching normal retirement age (the age of 60, except police officers at age 50, or the age at which 35 years of service has been completed, whichever occurs first). Benefits vest after five years of service, or after 10 years of service for those hired on or after January 1, 2011. If an employee terminates his or her employment after at least five years of service (10 years if hired on or after January 1, 2011) but before the normal retirement age, he or she may receive pension benefits immediately or defer pension benefits until reaching retirement age. Employees who retire after reaching the normal retirement age with at least three years of credited service who started on or prior to December 31, 2010 are entitled to receive pension benefits equal to 2.5% (2.0% for employees starting on or after January 1, 2011, unless they opt to pay more to be eligible for the 2.5%) of their final average compensation (average of the three highest years in earnings) times the number of years for which they were a participant in the plan. The pension benefits received by an employee who retires after five years of credited service but before normal retirement age are reduced for the number of years that person is under normal retirement age.

Pension provisions include death benefits, under which the surviving beneficiary may be entitled to receive the employee's accumulated contributions less the amount of pension payments that the employee received, the present value of the employees' account at retirement less the amount of pension benefits received by the employee, the same pension benefits formerly received by the employee, or one-half of the monthly pension payment formerly received by the employee. The maximum pension benefit to the employee previously described may be reduced depending on the benefits elected for the surviving beneficiary.

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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Vesting and Benefit Provisions (Continued)

State of New Jersey Public Employees' Retirement System: The vesting and benefit provisions are set by N.J.S.A. 43:15A. PERS provides retirement, death and disability benefits. All benefits vest after ten years of service.

The following represents the membership tiers for PERS:

<u>Tier</u>	<u>Definition</u>
1	Members who were enrolled prior to July 1, 2007
2	Members who were eligible to enroll on or after July 1, 2007 and prior to November 2, 2008
3	Members who were eligible to enroll on or after November 2, 2008 and prior to May 22, 2010
4	Members who were eligible to enroll on or after May 22, 2010 and prior to June 28, 2011
5	Members who were eligible to enroll on or after June 28, 2011

State of New Jersey Public Employees' Retirement System (Continued): Service retirement benefits of 1/55th of final average salary for each year of service credit is available to tiers 1 and 2 members upon reaching age 60 and to tier 3 members upon reaching age 62. Service retirement benefits of 1/60th of final average salary for each year of service credit is available to tier 4 members upon reaching age 62 and tier 5 members upon reaching age 65. Early retirement benefits are available to tiers 1 and 2 members before reaching age 60, tiers 3 and 4 with 25 years or more of service credit before age 62, and tier 5 with 30 or more years of service credit before age 65. Benefits are reduced by a fraction of a percent for each month that a member retires prior to the age at which a member can receive full early retirement benefits in accordance with their respective tier. Tier 1 members can receive an unreduced benefit from age 55 to age 60 if they have at least 25 years of service. Deferred retirement is available to members who have at least 10 years of service credit and have not reached the service retirement age for the respective tier.

Teamsters Pension Plan of Philadelphia and Vicinity: A member may retire at the later of (a) the date the employee reaches 65 or (b) the tenth anniversary of the employee's commencement of participation in the plan. Additionally, employees are eligible for early retirement after 10 years of participation in the plan and (a) completion of 30 years of vested service or (b) attainment of age 50 and completion of 10 years of vested service. Benefits vest after 10 years of service. An employee who retires on or after his or her normal retirement age is entitled to receive benefits based on his or her credited years of service multiplied by a monthly benefit rate, which is determined based on the employer's daily contributions. The benefits are subject to maximum rates that vary according to employer daily contribution rates. Members may also receive benefits after early retirement at reduced rates, depending on age at retirement.

An employee who qualifies for disability retirement benefits (total and permanent disability with 10 years of vested service and 5 years of continuous service with at least 300 covered days of contributions) is entitled to receive two hundred dollars per month until retirement age, when retirement benefits would commence.

Provisions include surviving spouse death benefits, under which the surviving spouse is entitled to a 50% survivor annuity in certain cases.

At December 31, 2022, 2021, and 2020, the Authority had 206, 212, and 220 employees, respectively, covered by the Fund.

DELAWARE RIVER PORT AUTHORITY
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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Contributions

Pennsylvania State Employees' Retirement System: The contribution requirements of plan members and the Authority are established and amended by the Pennsylvania State Employees' Retirement System Board. As of January 1, 2011, employee's contribution rates range from 4% to 10% of their gross earnings depending on their plan selection.

Employer contribution rates are certified by the SERS Board annually, typically in April of each year to become effective the following fiscal year beginning in June. It is customary for rates to result from an independent actuarial valuation of the pension fund. The employer contribution rate is set so that it can fund all retirement benefits earned by employees working during the year and pay toward any unfunded liability that may exist. In some cases, however, the actuarially calculated employer contribution rate has been set or adjusted by Pennsylvania law.

The Authority's contractually required contribution rate for the years ended December 31, 2022 and 2021 was 34.47% and 34.67%, respectively, of the Authority's covered payroll, and the Authority's contractually required quarterly contributions to the pension plan for 2022 and 2021 totaled \$16,851 (includes \$108 of accrued pension liability) and \$16,567 (includes \$54 of accrued pension liability), respectively. Employee contributions to the plan during 2022 and 2021 were \$3,655 and \$3,514, respectively.

State of New Jersey Public Employees' Retirement System: The contribution policy is set by N.J.S.A. 43:15A and requires contributions by active members and contributing employers. Pursuant to the provisions of Chapter 78, P.L. 2011, the member contribution rate is currently 7.50% of base salary, effective July 1, 2018. Employers' contributions are based on an actuarially determined amount, which includes the normal cost and unfunded accrued liability.

The Authority's contractually required contribution rate for the years ended December 31, 2022 and 2021 was 16.77% and 15.97%, respectively, of the Authority's covered payroll. This amount was actuarially determined as the amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year, including an additional amount to finance any unfunded accrued liability. The Authority's contractually required contributions to the pension plan for the years ended December 31, 2022 and 2021 were \$135 and \$126, which is and was due on April 1, 2023 and April 1, 2022, respectively. Employee contributions to the plan during 2022 and 2021 were \$60 and \$59, respectively.

Teamsters Pension Plan of Philadelphia and Vicinity: The employer's contribution requirements are determined under the terms of one Collective Bargaining Agreement ("CBA") in force. The CBA between Port Authority Transit Corporation ("PATCO") and Teamsters Local 676 ("Teamsters") expired December 31, 2017. PATCO and Teamsters subsequently entered into an Agreement executed by PATCO on July 23, 2018. That Agreement extended the CBA without change and provided that PATCO will continue to make contributions to the Teamsters Health and Welfare Fund of Philadelphia and Vicinity and the Teamsters Pension Trust Fund of Philadelphia and Vicinity in the same manner and method as set forth in the CBA at the contribution rates established by the Trustees of the respective Funds, increasing effective June 1, 2018 and August 1, 2018, respectively, subject to increases on a yearly basis, until such time as a new CBA is reached or either party terminates the Agreement. During 2022, the Authority was required to and did contribute thirty-three dollars and eighty-six cents (\$33.86) per day from January 1 through July 31, and thirty-five dollars and fifty-six cents (\$35.56) per day from August 1 through December 31 for each PATCO participating employee.

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Note 9. Pension Plans (Continued)

General Information about the Plans (Continued)

Contributions (Continued)

Teamsters Pension Plan of Philadelphia and Vicinity (Continued): During 2021, the Authority was required to and did contribute thirty-two dollars and twenty-four cents (\$32.24) per day from January 1 through July 31, and thirty-three dollars and eighty-six cents (\$33.86) per day from August 1 through December 31 for each PATCO participating employee. The Authority's contributions totaled 10.07%, 10.05%, and 10.02%, of covered payroll in 2022, 2021 and 2020, respectively.

The employees of the Authority do not contribute to the Fund. The Authority contributed \$1,572, \$1,491, and \$1,608 in 2022, 2021 and 2020, respectively, which represented 100% of the required contributions for the aforementioned years.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

Pennsylvania State Employees' Retirement System: At December 31, 2022, the Authority's proportionate share of the SERS net pension liability was \$122,453. The net pension liability was measured as of December 31, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2021. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the December 31, 2021 measurement date, the Authority's proportion was .84041950%, which was a decrease of .00407607% from its proportion measured as of December 31, 2020.

At December 31, 2021, the Authority's proportionate share of the SERS net pension liability was \$154,513. The net pension liability was measured as of December 31, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2020. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the December 31, 2020 measurement date, the Authority's proportion was .84449557%, which was a decrease of .01230369% from its proportion measured as of December 31, 2019.

At December 31, 2022 and 2021, the Authority's proportionate share of the SERS pension expense, calculated by the Plan as of the December 31, 2021 and 2020 measurement dates, was \$8,777 and \$17,938, respectively.

State of New Jersey Public Employees' Retirement System: At December 31, 2022, the Authority's proportionate share of the PERS net pension liability was \$1,611. The net pension liability was measured as of June 30, 2022, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2021. The total pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2022. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the June 30, 2022 measurement date, the Authority's proportion was .0106773888%, which was a decrease of .0000605719% from its proportion measured as of June 30, 2021.

DELAWARE RIVER PORT AUTHORITY
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Note 9. Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

State of New Jersey Public Employees' Retirement System (Continued): At December 31, 2021, the Authority's proportionate share of the PERS net pension liability was \$1,272. The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020.

The total pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2021. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. For the June 30, 2021 measurement date, the Authority's proportion was .0107379607%, which was a decrease of .0012932155% from its proportion measured as of June 30, 2020. At December 31, 2022 and 2021, the Authority's proportionate share of the PERS pension expense, calculated by the Plan as of the June 30, 2022 and 2021 measurement dates, was \$74 and \$62, respectively.

Deferred Outflows of Resources and Deferred Inflows of Resources

Certain changes in the net pension liability are to be recognized as deferred outflows of resources or deferred inflows of resources and are amortized as either an increase or decrease to future year's pension expense, using a systematic and rational method over a closed period.

At December 31, 2022, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources			Deferred Inflows of Resources		
	SERS	PERS	Total	SERS	PERS	Total
Differences between expected and actual experience	\$ 809	\$ 12	\$ 821	\$ 705	\$ 10	\$ 715
Changes of assumptions	12,603	5	12,608		241	241
Net difference between projected and actual earnings on pension plan investments		67	67	35,428		35,428
Differences between employer contributions and proportionate share of contributions	1,281		1,281	4,205		4,205
Changes in proportion	2,309	229	2,538	3,133	182	3,315
Employer contributions subsequent to the measurement date	15,922	67	15,989			
	<u>\$ 32,924</u>	<u>\$ 380</u>	<u>\$ 33,304</u>	<u>\$ 43,471</u>	<u>\$ 433</u>	<u>\$ 43,904</u>

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Note 9. Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Deferred Outflows of Resources and Deferred Inflows of Resources (Continued)

At December 31, 2021, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources			Deferred Inflows of Resources		
	SERS	PERS	Total	SERS	PERS	Total
Differences between expected and actual experience	\$ 1,451	\$ 20	\$ 1,471	\$ 173	\$ 9	\$ 182
Changes of assumptions	17,181	7	17,188		453	453
Net difference between projected and actual earnings on pension plan investments			-	19,769	335	20,104
Differences between employer contributions and proportionate share of contributions	1,682		1,682	1,033		1,033
Changes in proportion	4,685	475	5,160	3,248	228	3,476
Employer contributions subsequent to the measurement date	12,659	63	12,722			
	<u>\$ 37,658</u>	<u>\$ 565</u>	<u>\$ 38,223</u>	<u>\$ 24,223</u>	<u>\$ 1,025</u>	<u>\$ 25,248</u>

At December 31, 2022, \$15,922 and \$67 for SERS and PERS, respectively, included in deferred outflows of resources, will be included as a reduction of the net pension liability in the year ending December 31, 2023. These contributions were made by the Authority to the respective pension plans after the measurement date to satisfy the pension plans' net pension liability, but before the end of the financial statement period for the Authority.

For SERS, this amount was based on actual contributions made during 2022, which was subsequent to the measurement date of December 31, 2021. For PERS, the amount was based on an estimated April 1, 2024 contractually required contribution, prorated from the pension plan's measurement date of June 30, 2022 to the Authority's year-end of December 31, 2022.

At December 31, 2021, \$12,659 and \$63 for SERS and PERS, respectively, included in deferred outflows of resources, will be included as a reduction of the net pension liability in the year ending December 31, 2022. These contributions were made by the Authority to the respective pension plans after the measurement date to satisfy the pension plans' net pension liability, but before the end of the financial statement period for the Authority. For SERS, this amount was based on actual contributions made during 2021, which was subsequent to the measurement date of December 31, 2020. For PERS, the amount was based on an estimated April 1, 2023 contractually required contribution, prorated from the pension plan's measurement date of June 30, 2021 to the Authority's year-end of December 31, 2021.

The components of deferred outflows of resources and deferred inflows of resources for SERS and PERS are amortized into pension expense over the number of years in the table that follows.

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Note 9. Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Deferred Outflows of Resources and Deferred Inflows of Resources (Continued)

The years of amortization are based on a closed period for the December 31, 2021 and June 30, 2022 measurement periods, respectively, which reflect the weighted average remaining service life of all SERS and PERS members, beginning the year in which the deferred amount occurs.

	SERS		PERS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments				
2022			5.00	
2021		5.00	5.00	
2020		5.00	5.00	
2019		5.00	5.00	
2018		5.00	5.00	
2017		5.00		
Differences between expected and actual experience				
2022				5.04
2021		5.10		5.13
2020	5.20		5.16	
2019	5.30		5.21	
2018	5.30			5.63
2017	5.20		5.48	
2016		5.20		
Changes of assumptions				
2022				5.04
2021			5.13	
2020	5.20			5.16
2019	5.30			5.21
2018				5.63
2017				5.48
2016	5.20			
Changes in proportion				
2022			5.04	5.04
2021			5.13	5.13
2020			5.16	5.16
2019			5.21	5.21
2018			5.63	5.63
2017			5.48	5.48

The amounts of deferred outflows of resources and deferred inflows of resources related to the respective net pension liabilities measured at December 31, 2021 for SERS and June 30, 2022 for PERS that will be recognized in pension expense in future periods are as follows:

Year Ending Dec. 31	SERS	PERS	Total
2023	\$ (3,517)	\$ (113)	\$ (3,630)
2024	(10,768)	(45)	(10,813)
2025	(6,071)	(9)	(6,080)
2026	(5,995)	48	(5,947)
2027	(118)	(1)	(119)
Totals	<u>\$ (26,469)</u>	<u>\$ (120)</u>	<u>\$ (26,589)</u>

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 9. Pension Plans (Continued)

Actuarial Assumptions

Since the measurement of the net pension liability of SERS is the same date as the actuarial valuation of the net pension liability, no roll forward procedures are required for the net pension liability. For PERS, however, the net pension liability was measured as of June 30, 2022, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2021. The total PERS pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2022.

The actuarial valuations for the year ended December 31, 2022 used the following actuarial assumptions applied to all periods included in the measurement dates of December 31, 2021 for SERS and June 30, 2022 for PERS:

	SERS	PERS
Inflation	2.50%	2.75%
Projected salary increases	average of 4.60% with range of 3.30% - 6.95% including inflation	2.75% - 6.55% based on years of service
Investment rate of return	7.00%	7.00%
Mortality rate table	projected PubG-2010 and PubNS-2010 mortality tables adjusted for actual plan experience and future improvement	Pub-2010 mortality tables adjusted for actual plan experience and future improvements
Period of actuarial experience study upon which actuarial assumptions were based	2015 - 2019	July 1, 2018 - June 30, 2021

The actuarial valuations for the year ended December 31, 2021 used the following actuarial assumptions applied to all periods included in the measurement dates of December 31, 2020 for SERS and June 30, 2021 for PERS:

	SERS	PERS
Inflation	2.50%	2.75%
Projected salary increases	average of 4.60% with range of 3.30% - 6.95% including inflation	2.00% - 6.00% based on years of service (through 2026); 3.00% - 7.00% based on years of service (thereafter)
Investment rate of return	7.00%	7.00%
Mortality rate table	projected PubG-2010 and PubNS-2010 mortality tables adjusted for actual plan experience and future improvement	Pub-2010 mortality tables adjusted for actual plan experience and future improvements
Period of actuarial experience study upon which actuarial assumptions were based	2015 - 2019	July 1, 2014 - June 30, 2018

The long-term expected real rate of return on pension plan investments is determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 9. Pension Plans (Continued)

Actuarial Assumptions (Continued)

Best estimates of arithmetic real rates of return for each major asset class included in current and target asset allocation as of the measurement dates of December 31, 2021 for SERS and June 30, 2022 for PERS, are summarized in the following table:

Asset Class	SERS		PERS	
	Target Allocation	Long-term Expected Rate of Return	Target Allocation	Long-term Expected Rate of Return
Cash / cash equivalents	2.00%	-1.00%	4.00%	1.75%
Emerging markets equity	5.00%	4.90%	5.50%	10.33%
Fixed income - core	22.00%	-0.25%		
High yield			4.00%	4.95%
Inflation protection (TIPS)	3.00%	-0.30%		
International developed markets equity	14.00%	4.50%		
Investment grade credit			7.00%	3.38%
Non-U.S. developed markets equity			13.50%	8.38%
Private credit	4.00%	4.25%	8.00%	8.10%
Private equity	12.00%	6.00%	13.00%	11.80%
Real assets			3.00%	7.60%
Real estate (property)	7.00%	3.75%	8.00%	11.19%
Risk mitigation strategies			3.00%	4.91%
U.S. equity	31.00%	4.60%	27.00%	8.12%
U.S. treasuries			4.00%	1.75%
Total	<u>100.00%</u>		<u>100.00%</u>	

Best estimates of arithmetic real rates of return for each major asset class included in current and target asset allocation as of the measurement dates of December 31, 2020 for SERS and June 30, 2021 for PERS, are summarized in the following table:

Asset Class	SERS		PERS	
	Target Allocation	Long-term Expected Rate of Return	Target Allocation	Long-term Expected Rate of Return
Cash / cash equivalents	2.00%	0.25%	4.00%	0.50%
Emerging markets equity	4.00%	5.00%	5.50%	10.96%
Fixed income - core	22.00%	1.50%		
Fixed income - opportunistic	4.00%	3.00%		
High yield			2.00%	3.75%
Inflation protection (TIPS)	4.00%	1.50%		
International developed markets equity	13.00%	4.75%		
Investment grade credit			8.00%	1.68%
Non-U.S. developed markets equity			13.50%	8.71%
Private credit	4.00%	4.25%	8.00%	7.60%
Private equity	14.00%	6.25%	13.00%	11.30%
Real assets	8.00%	5.60%	3.00%	7.40%
Real estate (property)			8.00%	9.15%
Risk mitigation strategies			3.00%	3.35%
U.S. equity	25.00%	4.90%	27.00%	8.09%
U.S. treasuries			5.00%	0.95%
Total	<u>100.00%</u>		<u>100.00%</u>	

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Note 9. Pension Plans (Continued)

Actuarial Assumptions (Continued)

Discount Rate: The discount rate used to measure the total pension liability at December 31, 2021 and 2020 for SERS was 7.000% and 7.000%, respectively. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the rates applicable for each member and that employer contributions will be made based on rates determined by the actuary. Based on those assumptions, SERS fiduciary net position was projected to be available to make all projected future benefit payments of current active and non-active SERS members; therefore, the long-term expected rate of return on SERS investments was applied to all periods of projected benefit payments to determine the total pension liability.

The discount rate used to measure the total pension liability at June 30, 2022 and 2021 for PERS was 7.00% and 7.00%, respectively. These single blended discount rates were based on the long-term expected rate of return on pension plan investments of 7.00%, and a municipal bond rate of 3.54% and 2.16%, as of June 30, 2022 and 2021, respectively, based on the Bond Buyer GO 20-Bond Municipal Bond Index, which includes tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher. The projection of cash flows used to determine the discount rate assumed that contributions from Plan members will be made at the current member contribution rates and that contributions from employers will be based on 100% of the actuarially determined contributions for the State and 100% of actuarially determined contributions for the local employers.

Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on Plan investments was applied to all projected benefit payments to determine the total pension liability.

Sensitivity of Authority's Proportionate Share of Net Pension Liability to Changes in the Discount Rate

Pennsylvania State Employees' Retirement System: The following presents the Authority's proportionate share of the net pension liability at the Plan's measurement date of December 31, 2021 and December 31, 2020, calculated using a discount rate of 7.000% and 7.000%, respectively, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rates used:

	December 31, 2022		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date December 31, 2021	\$ 154,658	\$ 122,453	\$ 66,300
	December 31, 2021		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date December 31, 2020	\$ 193,164	\$ 154,513	\$ 105,157

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Note 9. Pension Plans (Continued)

Sensitivity of Authority's Proportionate Share of Net Pension Liability to Changes in the Discount Rate (Continued)

State of New Jersey Public Employees' Retirement System: The following presents the Authority's proportionate share of the net pension liability at the Plan's measurement date of June 30, 2022 and June 30, 2021, calculated using a discount rate of 7.00% for June 30, 2022 and 7.00% for June 30, 2021, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rates used:

	December 31, 2022		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date June 30, 2022	\$ 2,070	\$ 1,611	\$ 1,221
	December 31, 2021		
	1% Decrease 6.00%	Current Discount Rate 7.00%	1% Increase 8.00%
Authority's proportionate share of the net pension liability - measurement date June 30, 2021	\$ 1,732	\$ 1,272	\$ 882

Note 10. Postemployment Healthcare Plan ("OPEB")

General Information about the OPEB Plan

Plan Description: The Authority's defined benefit OPEB plan ("Plan") provides OPEB for all permanent full-time employees of the Authority hired prior to January 1, 2007. The Plan is a single-employer defined benefit OPEB plan administered by the Authority through a trust that meets the criteria of paragraph 4 of GASBS No. 75. The trust is fiscally dependent upon funding contributions from the Authority. The Authority's Board of Commissioners ("Commissioners") establish and amend the benefit terms of the Plan. As such, the Plan is considered a fiduciary component unit of the Authority. The Plan does not issue a stand-alone financial report.

Benefits Provided: The Plan provides medical, including prescription drug coverage, and life insurance benefits for retirees and their dependents. Benefits are provided through a third-party insurer, and the full cost of the benefits is covered by the Plan, along with retiree contributions.

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

General Information about the OPEB Plan (Continued)

Employees Covered by Benefit Terms: Based on the January 1, 2022 actuarial valuation, the following employees were covered by the benefit terms:

Inactive plan members or beneficiaries currently receiving benefit payments	781
Inactive plan members entitled to but not yet receiving benefit payments	-
Active plan members	295
	1,076

The Plan is closed to new entrants. Employees hired after January 1, 2007 are not eligible for retirement benefits.

Contributions: The contribution requirements of plan members and the Authority are established, and amended, by the Commissioners. For the years ended December 31, 2022 and 2021, the Authority’s average contribution rate was 20.03% and 17.17%, respectively, of covered-employee payroll. Total contributions to the Plan by the Authority during 2022 and 2021 were \$4,814 and \$4,889, respectively. Contributions for 2022 and 2021 by plan members receiving benefits for medical and prescription ranged from \$20.00 to \$2,969.56 per month depending on the plan type and coverage selected.

Net OPEB Liability

The Authority’s net OPEB liability as of December 31, 2022 was measured as of December 31, 2022 and the total OPEB liability used to calculate the net OPEB liability was determined by the actuarial valuation as of January 1, 2022. The Authority’s net OPEB liability as of December 31, 2021 was measured as of December 31, 2021 and the total OPEB liability used to calculate the net OPEB liability was determined by a roll forward from the January 1, 2020 valuation.

Actuarial Assumptions: The total OPEB liability as of December 31, 2022, was determined by the actuarial valuation as of January 1, 2022, using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Salary increase 3.5 percent
Healthcare cost trend rates The following assumptions are used for annual healthcare cost inflation (trend):

	Year	Pre-65	Post 65
Year 1 Trend	January 1, 2024	7.0%	7.0%
Ultimate Trend	January 1, 2034 & Later	4.5%	4.5%
Grading Per Year		0.25%	0.25%

Mortality rates were based on the RP 2014 Healthy Male and Female Tables that are based on the Employee and Healthy Annuitant Tables for both pre & post retirement projected with mortality improvement using the most current Society of Actuaries Mortality Improvement Scale MP-2021. This reflects an update of the mortality improvement table from the prior valuation, which was from the MP-2019 table.

The OPEB Plan fiduciary net position was projected with an investment return of 4.18% and 2.05% for the years ended December 31, 2022 and 2021, respectively.

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

Discount Rate: The discount rate used to measure the total OPEB liability as of December 31, 2022 was 4.18%. This discount rate was based on the prescribed discount interest rate methodology under GASBS No. 75 using an average of two 20-year municipal bond indices (e.g., S&P Municipal Bond 20 Year High Grade Rate Index - 4.31% and Fidelity GO AA 20 Years - 4.05%).

The discount rate used to measure the total OPEB liability as of December 31, 2021 was 2.05%. This discount rate was based on the prescribed discount interest rate methodology under GASBS No. 75 using an average of three 20-year bond indices (e.g., Bond Buyer-20 Bond GO - 2.06%, S&P Municipal Bond 20 Year High Grade Rate Index - 2.25%, Fidelity GA AA 20 Years - 1.84%).

The projection of cash flows used to determine the discount rates assumed that Authority contributions would be made at rates equal to the actuarial determined contribution rates. Based on those assumptions, the OPEB Plan’s fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees assuming that such payments are paid separate from the OPEB Plan fiduciary fund. Therefore, the long-term expected rate of return on OPEB Plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Changes in the Net OPEB Liability

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balances at January 1, 2022	\$ 99,548	\$ 32,944	\$ 66,604
Changes for the year:			
Service cost	127		127
Interest	4,061		4,061
Change in assumptions	(29,462)		(29,462)
Contributions - employer:			
Pay-as-you-go costs		4,814	(4,814)
Net investment income		(789)	789
Benefit payments	(4,814)	(4,814)	
Administrative expense		(96)	96
Net changes	(30,088)	(885)	(29,203)
Balances at December 31, 2022	\$ 69,460	\$ 32,059	\$ 37,401

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balances at January 1, 2021	\$ 102,610	\$ 33,206	\$ 69,404
Changes for the year:			
Service cost	237		237
Interest	2,054		2,054
Change in assumptions	(464)		(464)
Contributions - employer:			
Pay-as-you-go costs		4,889	(4,889)
Net investment income		(163)	163
Benefit payments	(4,889)	(4,889)	
Administrative expense		(99)	99
Net changes	(3,062)	(262)	(2,800)
Balances at December 31, 2021	\$ 99,548	\$ 32,944	\$ 66,604

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Note 10. Postemployment Healthcare Plan (“OPEB”) (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate: The following presents the net OPEB liability of the Authority as well as what the Authority’s net OPEB liability would be if it were calculated using a discount rate of 4.18% and 2.05% for December 31, 2022 and 2021, respectively, that is 1-percentage-point lower or 1-percentage-point higher than the aforementioned discount rates used:

	December 31, 2022		
	1% Decrease (3.18%)	Discount Rate (4.18%)	1% Increase (5.18%)
Net OPEB liability	\$ 46,149	\$ 37,401	\$ 30,268
	December 31, 2021		
	1% Decrease (1.05%)	Discount Rate (2.05%)	1% Increase (3.05%)
Net OPEB liability	\$ 82,816	\$ 66,604	\$ 52,891

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates: The following presents the net OPEB liability of the Authority as well as what the Authority’s net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

	December 31, 2022		
	Trend Rates Less 1%	Healthcare Cost Trend Rates	Trend Rates Plus 1%
Net OPEB liability	\$ 30,061	\$ 37,401	\$ 46,228
	December 31, 2021		
	Trend Rates Less 1%	Healthcare Cost Trend Rates	Trend Rates Plus 1%
Net OPEB liability	\$ 53,774	\$ 66,604	\$ 81,590

OPEB Expense (Benefit) and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the years ended December 31, 2022 and 2010, the Authority recognized OPEB expense (benefit) of \$(15,458) and \$(7,794), respectively. At December 31, 2022, the Authority reported deferred inflows of resources related to OPEB from the changes in assumptions of \$9,144. No deferred outflows of resources were reported. At December 31, 2021, the Authority reported deferred inflows of resources related to OPEB from the changes in assumptions of \$212. No deferred outflows of resources were reported. Amounts reported as deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows: \$(9,144) during the year ending December 31, 2023.

Payable to the OPEB Plan

At December 31, 2022 and 2021, there were no payables reported to the OPEB Plan.

DELAWARE RIVER PORT AUTHORITY
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Note 11. Indentures of Trust

The Authority's outstanding Revenue Bonds are subject to the provisions of the following Indentures of Trust: Revenue Refunding Bonds of 1998, dated July 1, 1998; the 2013 Revenue Bonds, dated December 1, 2013, and the 2018 Revenue and Revenue Refunding Bonds, dated December 18, 2018 (collectively the "Bond Resolution").

In addition, the Authority's 2012 Port District Project Refunding Bonds, dated December 1, 2012, which were refunded in 2022, are governed by a separate, individual indenture. The 1999 PDP Bonds fully matured on January 1, 2021.

The Bond Resolution requires the maintenance of the following accounts:

Project Fund: This *restricted* account was established in accordance with Section 6.02 of the Bond Resolution. The Project Fund is held by the Trustee and is applied to pay the cost of the Projects and is pledged, pending application to such payment of costs for the security of the payment of principal and interest on the Revenue, Revenue Refunding, and Project Bonds (the "Bonds").

Debt Service Fund: This *restricted* account was established in accordance with Section 6.04 of the Bond Resolution for the payment of maturing interest and principal on the Bonds. The balance on deposit must be sufficient to enable the Trustee to withdraw amounts equal to interest due on the Bonds, principal amounts maturing on Bonds, accrued interest included in the purchase price of the bonds purchased for retirement, and sinking fund installments when payments are required.

Debt Service Reserve Fund: This *restricted* account was established in accordance with Section 6.05 of the Bond Resolution. The amount of funds on deposit must be maintained at a level equal to the Maximum Debt Service to ensure funds are available for payment of Debt Service.

Bond Redemption Fund: This *restricted* account was established in accordance with section 6.06 of the Bond Resolution to account for amounts received from any source for the redemption of Bonds, other than mandatory sinking fund payments.

Rebate Fund: This *restricted* account was established in accordance with Section 6.07 of the bond Resolution account for amounts deposited from time to time in order to comply with the arbitrage rebate requirements of Section 148 of the Code as applicable to any Series of Tax-Exempt Bonds issued.

Revenue Fund: This *unrestricted* account was established in accordance with Section 6.03 of the Bond Resolution for the Authority to deposit all Revenues. On or before the 20th day of each calendar month, the Trustee shall, to the extent money is available, after deduction of cash and investment balances for the 15% working capital reserve, transfer to or credit funds needed in the following order: (1) the Debt Service Fund, (2) the Debt Service Reserve Fund, (3) any Reserve Fund Credit Facility Issuer, (4) the Trustee's Rebate Fund, (5) the Maintenance Reserve Fund, (6) the General Fund.

Maintenance Reserve Fund: This *restricted* account was established in accordance with Section 6.08 of the Bond Resolution. These funds are maintained for reasonable and necessary expenses with respect to the system for major repairs, renewals, replacements, additions, betterments, enlargements, improvements and extraordinary expenses, all to the extent not provided for in the then current Annual Budget. Money in this account is pledged for the security of payment of principal and interest on the bonds. Whenever the amount in this account exceeds the "Maintenance Reserve Fund Requirement," the excess shall be deposited in the General Fund. The "Maintenance Reserve Fund Requirement" on any date is at least \$3,000.

General Fund: This *unrestricted* account was established in accordance with Section 6.09 of the Bond Resolution. All excess funds of the Authority are recorded in the General Account. If the Authority is not in default in the payment of bond principal or interest and all fund requirements are satisfied, the excess funds may be used by the Authority for any lawful purpose.

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Note 12. Funded and Long-Term Debt

Total Outstanding Funded Debt: At December 31, 2022, the Authority had \$1,096,224 in Revenue Bonds, Revenue Refunding Bonds, and Port District Project Refunding Bonds outstanding (including unamortized premiums), consisting of bonds issued in 2013, 2018, and 2022. The 2012 Port District Project Refunding Bonds, which were fully refunded in December 2022, were issued pursuant to an Indenture of Trust dated December 1, 2012. The 2013 Revenue Bonds were issued pursuant to an Indenture of Trust, a Ninth Supplemental Indenture, dated as of December 1, 2013. The 2018 Revenue Bonds were issued pursuant to a Fourteenth Supplemental Indenture dated December 18, 2018. The 2022A Revenue Refunding Bonds were issued pursuant to a Fifteenth Supplemental Indenture dated May 1, 2022. The 2022 Port District Project Refunding Bonds were issued pursuant to an Indenture dated December 1, 2022.

1999 Port District Project Bonds (fully matured January 1, 2021): On December 22, 1999, the Authority issued \$272,095 to provide funds to finance (a) all or a portion of the cost of certain port improvement and economic development projects within the Port District, (b) a deposit of cash or a Reserve Fund Credit Facility to the credit of the Debt Service Reserve Fund established under the 1999 Port District Project Bond Indenture and (c) all or a portion of the costs and expenses of the Authority relating to the issuance and sale of the 1999 Port District Project Bonds (Series A and B).

The 1999 Port District Project Bonds were general corporate obligations of the Authority. The 1999 Port District Project Bonds were not secured by a lien or charge on, or pledge of, any revenues or other assets of the Authority other than the monies, if any, on deposit from time to time in the Funds established under the 1999 Port District Project Bond Indenture. No tolls, rents, rates or other such charges were pledged for the benefit of the 1999 Port District Project Bonds. The 1999 Port District Project Bonds were equally and ratably secured by the funds on deposit in the Funds established under the 1999 Port District Project Bond Indenture, except for the Rebate Fund. The 1999 Port District Project Bonds were payable from such Funds and from other monies of the Authority legally available.

The 1999 Port District Project Bonds were subject to optional redemption and mandatory sinking fund redemption prior to maturity. The scheduled payment of principal and interest on the 1999 Port District Project Bonds when due were guaranteed under an insurance policy issued concurrently with the delivery of the 1999 Port District Project Bonds by Financial Security Assurance Inc. The Authority paid off the balance of the 1999 Port District Project bonds, in full, on January 1, 2021.

2012 Port District Project Refunding Bonds (fully refunded in 2022): On December 20, 2012, the Authority issued \$153,030 in Port District Project Refunding Bonds, Series 2012. The Port District Project Refunding Bonds, Series 2012 (the "2012 Bonds") were issued pursuant to the Compact, the New Jersey Act, the Pennsylvania Act (as such terms are defined herein) and an Indenture of Trust (the "Indenture") dated as of December 1, 2012, between the Authority and TD Bank, N.A., Cherry Hill, New Jersey, as trustee (the "Trustee").

The 2012 Bonds were issued to (i) refund and redeem all of the outstanding principal balance of, and interest accrued on the Authority's outstanding Port District Project Bonds, Series B of 1998, Port District Project Bonds, Series B of 1999, and Port District Project Bonds, Series A of 2001. The refunding resulted in a loss (difference between the reacquisition price and the net carrying amount of the old debt) of \$7,000. This difference, reported in the accompanying combined financial statements as a deferred outflow of resources, was charged to operations through the time of refunding, which occurred on December 6, 2022, using the effective interest method. The 2012 Bonds were general corporate obligations of the Authority. The 2012 Bonds were not secured by a lien or charge on, or pledge of, any revenues or other assets of the Authority other than the moneys, if any, on deposit from time to time in the Funds established under the Indenture, except for the Rebate Fund. No tolls, rents, rates or other charges were pledged for the benefit of the 2012 Bonds. The 2012 Bonds were equally and ratably secured by the monies, if any, on deposit in the Funds established under Indenture, except for the Rebate Fund. The 2012 Bonds were payable from such Funds and from other monies of the Authority legally available.

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Note 12. Funded and Long-Term Debt (Continued)

2012 Port District Project Refunding Bonds (fully refunded in 2022) (Continued):

Redemption Provisions (No Longer Applicable):

Optional Redemption: The 2012 Bonds maturing on or after January 1, 2024 were subject to redemption prior to maturity at the option of the Authority on or after January 1, 2023, in whole at any time, or in part at any time and from time to time, in any order of maturity specified by the Authority and within a maturity as selected by the Trustee as provided in the Indenture and as summarized below under the subheading "Redemption Provisions - Selection of 2012 Bonds to be Redeemed." Any such redemption shall be made at a redemption price equal to the principal amount of the Bonds to be redeemed, plus interest accrued to the date fixed for redemption.

Payment of Redemption Price: Notice of redemption having been given in the manner provided in the Indenture, or written waivers of notice having been filed with the Trustee prior to the date set for redemption, the 2012 Bonds (or portions thereof) so called for redemption shall become due and payable on the redemption date so designated and interest on such 2012 Bonds (or portions thereof) shall cease to accrue from the redemption date whether or not such Bonds shall be presented for payment. The principal amount of all 2012 Bonds so called for redemption, together with the redemption premium, if any, payable with respect thereto and accrued and unpaid interest thereon to the date of redemption, shall be paid (upon presentation and surrender of such 2012 Bonds) by the Paying Agent out of the appropriate Fund or other funds deposited for the purpose.

Selection of 2012 Bonds to be Redeemed (No Longer Applicable): On December 6, 2022, the 2012 Bonds, in the amount of \$66,910 were refunded via a tax-exempt issue. (See 2022 Port District Project Refunding Bonds section). For financial reporting purposes, a portion of the debt is considered defeased and therefore removed as a liability from the Authority's financial statements. The bonds are callable on January 1, 2023. As of December 31, 2022, the total amount of defeased debt outstanding, but removed from the Authority's financial statements for this bond series is \$66,910.

2013 Revenue Bonds: On December 18, 2013, the Delaware River Port Authority issued its Revenue Bonds, Series of 2013 in the aggregate principal amount of \$476,585. The 2013 Revenue Bonds were issued by means of a book-entry-only system evidencing ownership and transfer of 2013 Revenue Bonds on the records of The Depository Trust Company, New York, New York, and its participants. Interest on the 2013 Revenue Bonds will be payable semi-annually on January 1 and July 1 of each year commencing July 1, 2014. The 2013 Revenue Bonds were issued pursuant to the Compact, the New Jersey Act, the Pennsylvania Act and an Indenture of Trust, dated as of July 1, 1998, by and between the Authority and TD Bank, N.A., Cherry Hill, New Jersey, as successor to Commerce Bank, N.A., as trustee, as heretofore supplemented from time to time, including as supplemented by a Ninth Supplemental Indenture, dated as of December 1, 2013 (collectively, the "1998 Revenue Bond Indenture"). The 2013 Revenue Bonds are being issued for the purpose of: (i) financing a portion of the costs of the Authority's approved capital improvement program; (ii) funding a deposit to the 1998 Debt Service Reserve Fund established under and as specifically defined in the 1998 Revenue Bond Indenture; and (iii) paying the costs of issuance of the 2013 Revenue Bonds.

The 2013 Revenue Bonds are limited obligations of the Authority and are payable solely from the sources referred to in the 2013 Revenue Bonds and the 1998 Revenue Bond Indenture. Neither the credit nor the taxing power of the Commonwealth of Pennsylvania (the "Commonwealth") or the State of New Jersey (the "State") or of any county, city, borough, village, township or other municipality of the Commonwealth or the State is or shall be pledged for the payment of the principal, redemption premium, if any, or interest on the 2013 Revenue Bonds.

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Note 12. Funded and Long-Term Debt (Continued)

2013 Revenue Bonds (Continued): The 2013 Revenue Bonds are not and shall not be deemed to be a debt or liability of the Commonwealth or the State or of any such county, city, borough, village, township or other municipality, and neither the Commonwealth nor the State nor any such county, city, borough, village, township or other municipality is or shall be liable for the payment of such principal, redemption premium, or interest. The Authority has no taxing power.

On May 4, 2022, the Authority refunded a portion of the 2013 Revenue Bonds, in the amount of \$232,640 through a taxable private placement loan agreement with the Bank of America. (See 2022A Revenue Refunding Bond Section). For financial reporting purposes, a portion of the debt is considered defeased and therefore removed as a liability from the Authority's financial statements. The bonds are callable on January 1, 2024. As of December 31, 2022, the total amount of defeased debt outstanding, but removed, from the Authority's financial statements for this bond is \$232,640.

The 2013 Revenue Bonds outstanding at December 31, 2022 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2035	5.000%	\$ 34,870	2037	5.000%	\$ 38,540
2035	4.750%	1,000	2037	4.750%	1,000
2036	5.000%	36,660	2038	5.000%	41,515
2036	4.750%	1,000	2039	5.000%	43,590
			2040	5.000%	45,770
Total par value of 2013 Revenue Bonds					243,945
Add: unamortized bond premium					3,461
Total 2013 Revenue Bonds, net					<u>\$ 247,406</u>

Optional Redemption: The 2013 Revenue Bonds are subject to redemption at the option of the Authority, prior to maturity, in whole or in part (and if in part, in such order of maturity or within a maturity as the Authority shall specify, or if the Authority shall fail to specify, by lot or by such other method as the Paying Agent determines to be fair and reasonable and in any principal amount in Authorized Denominations), at any time on or after January 1, 2024. Any such redemption shall be made at a redemption price equal to 100% of the principal amount of the 2013 Revenue Bonds to be redeemed, plus accrued interest to the Redemption Date.

2018 Revenue Bonds: On December 18, 2018, the Delaware River Port Authority issued its Revenue Bonds, Series of 2018, totaling \$700,505, consisting of: its Revenue Bonds, Series A of 2018 in the aggregate principal amount of \$273,475, its Revenue Refunding Bonds, Series B of 2018 (the "2018B Revenue Refunding Bonds") in the aggregate principal amount of \$404,060, and its Revenue Bonds, Series C of 2018 (Federally Taxable) (the "2018C Revenue Bonds") in the aggregate principal amount of \$22,970, and together with the 2018A Revenue Bonds, the 2018B Revenue Refunding Bonds, and the 2018C Revenue Bonds collectively called the "2018 Revenue Bonds". The 2018 Revenue Bonds were issued by means of a book-entry-only system evidencing ownership and transfer of 2018 Revenue Bonds on the records of The Depository Trust Company, New York, New York, and its participants. Interest on the 2018 Revenue Bonds is payable semi-annually on January 1 and July 1 of each year commencing July 1, 2019. The 2018 Revenue Bonds were issued pursuant to the Compact, the New Jersey Act, the Pennsylvania Act and an Indenture of Trust, dated as of July 1, 1998, by and between the Authority and TD Bank, N.A., Cherry Hill, New Jersey, as successor to Commerce Bank, National Association, as trustee, as heretofore amended and supplemented from time to time, including as amended and supplemented by a Fourteenth Supplemental Indenture, dated as of December 18, 2018 (collectively, the "1998 Revenue Bond Indenture").

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Note 12. Funded and Long-Term Debt (Continued)

2018 Revenue Bonds (Continued): The 2018 Revenue Bonds, Series A, B and C, as more particularly specified within, were issued for the purpose of: (i) financing a portion of the costs of the Authority's approved capital improvement program; (ii) current refunding all of (1) \$100,120 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series A of 2008, (2) \$111,240 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series B of 2008, (3) \$51,305 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series A-1 of 2010, (4) \$55,330 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series A-2 of 2010, (5) \$106,635 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series B of 2010, and (6) \$35,535 aggregate principal amount of the Authority's Revenue Refunding Bonds, Series C of 2010; (iii) financing a portion of the cash settlement cost to terminate all of the Authority's 1995 Revenue Bond Swaption and 1999 Revenue Bond Swaption; (iv) funding a deposit to the 1998 Debt Service Reserve Fund established under and as specifically defined in the 1998 Revenue Bond Indenture; and (v) paying the costs of issuance of the 2018 Revenue Bonds.

The 2018 Revenue Bonds are limited obligations of the Authority and are payable solely from the sources referred to in the 2018 Revenue Bonds and the 1998 Revenue Bond Indenture. Neither the credit nor the taxing power of the Commonwealth of Pennsylvania (the "Commonwealth") or the State of New Jersey (the "State") or of any county, city, borough, village, township or other municipality of the Commonwealth or the State is or shall be pledged for the payment of the principal, redemption premium, if any, or interest on the 2018 Revenue Bonds. The 2018 Revenue Bonds are not and shall not be deemed to be a debt or liability of the Commonwealth or the State or of any such county, city, borough, village, township or other municipality, and neither the Commonwealth nor the State nor any such county, city, borough, village, township or other municipality is or shall be liable for the payment of such principal, redemption premium, or interest. The Authority has no taxing power.

2018A Revenue Bonds: On December 18, 2018, the Authority issued new fixed rate bonds, in the amount of \$273,475, at a premium of \$43,893. As a result of this transaction (including payment of debt service reserve and cost of issuance requirements), \$290,000 was deposited into the 2018 new bond project fund account, to support the 2019 5-year Capital Plan.

2018A Revenue Bonds: The 2018A Revenue Bonds outstanding at December 31, 2022 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2027	5.000%	\$ 1,690	2034	5.000%	\$ 20,565
2028	5.000%	15,345	2035	5.000%	21,590
2029	5.000%	16,110	2036	5.000%	22,670
2030	5.000%	16,920	2037	5.000%	23,805
2031	5.000%	17,760	2038	5.000%	24,995
2032	5.000%	18,650	2039	5.000%	26,240
2033	5.000%	19,580	2040	5.000%	27,555
Total par value of 2018A Revenue Bonds					273,475
Add: unamortized bond premium					32,660
Total 2018A Revenue Bonds, net					<u>\$ 306,135</u>

Optional Redemption: The 2018A Revenue Bonds are subject to redemption at the option of the Authority, prior to maturity, in whole or in part (and if in part, in such order of maturity or within a maturity as the Authority shall specify, or if the Authority shall fail to specify, by lot or by such other method as the Paying Agent determines to be fair and reasonable and in any principal amount in Authorized Denominations), at any time on or after January 1, 2029. Any such redemption shall be made at a redemption price equal to 100% of the principal amount of the 2018A Revenue Bonds to be redeemed, plus accrued interest to the Redemption Date.

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Note 12. Funded and Long-Term Debt (Continued)

2018 Revenue Bonds (Continued):

2018B Revenue Refunding Bonds: On December 18, 2018, the Authority issued \$404,060 in fixed rate bonds, and used these funds, along with “other available funding sources”, to refund \$460,165 in variable rate debt (specifically, the 2008 Series A&B and 2010 Series A, B and C Revenue Refunding Bonds). As a result, the Authority eliminated all of its variable debt. This transaction also resulted in the termination of two LOCs, which supported the 2008B and 2010B Revenue Bonds (principal amount totaling \$217,875). Four (4) LIBOR Index Rate-based bank purchase loans (a.k.a., “Floating Rate Notes”), with three banks totaling \$242,290, which supported the 2008A, 2010A and 2010C Revenue Refunding Bonds (principal amount were also terminated. In addition, as a result of this transaction the 1999 Revenue Bond Swaption was terminated and cash-settled in the amount of \$35,721.

The 2018B Revenue Refunding Bonds outstanding at December 31, 2022 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2023	5.000%	\$ 60,105	2025	5.000%	\$ 65,350
2024	5.000%	62,680	2026	5.000%	<u>68,125</u>
Total par value of 2018B Revenue Refunding Bonds					256,260
Add: unamortized bond premium					<u>10,212</u>
Total 2018B Revenue Refunding Bonds, net					<u><u>\$ 266,472</u></u>

Optional Redemption: The 2018B Revenue Refunding Bonds are not subject to redemption at the option of the Authority, prior to maturity.

The total collective 2018 Revenue Bonds outstanding at December 31, 2022 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2023	5.000%	\$ 60,105	2032	5.000%	\$ 18,650
2024	5.000%	62,680	2033	5.000%	19,580
2025	5.000%	65,350	2034	5.000%	20,565
2026	5.000%	68,125	2035	5.000%	21,590
2027	5.000%	1,690	2036	5.000%	22,670
2028	5.000%	15,345	2037	5.000%	23,805
2029	5.000%	16,110	2038	5.000%	24,995
2030	5.000%	16,920	2039	5.000%	26,240
2031	5.000%	17,760	2040	5.000%	<u>27,555</u>
Total par value of 2018 Revenue Bonds					529,735
Add: unamortized bond premium					<u>42,872</u>
Total 2018 Revenue Bonds, net					<u><u>\$ 572,607</u></u>

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Note 12. Funded and Long-Term Debt (Continued)

2022A Revenue Refunding Bonds: On May 4, 2022, the Authority entered into a “*Loan Agreement*” (Loan) with the Bank of America, N.A. pursuant to which the bank has provided a credit facility to the Authority in the amount of \$220,360 to provide funds to refund \$232,640 of the Authority’s outstanding Revenue Bonds, Series 2013 and pay certain financing costs. As a result of the refunding, the Authority will reduce its total debt service payments by \$35,192 over the next twelve (12) years, which results in an economic gain (difference between the present value of the debt service payments of the old and new debt) of \$29,350.

The Authority’s obligations under the “*Loan Agreement*” are secured by its \$220,360 aggregate principal amount of Revenue Refunding Bonds, Series A of 2022 (Taxable Convertible to Tax-Exempt) (“2022A Revenue Bonds”), which have been issued pursuant to a Fifteenth Supplemental Indenture dated as of May 1, 2022 (“Fifteenth Supplemental Indenture”), supplementing its Indenture of Trust dated as of July 1, 1998” (as supplemented to date, the “Indenture”). The 2022A Revenue Bonds were issued on a taxable basis (inclusive of the interest rates set forth in the chart below); however, interest rate on the “Loan” and the 2022A Revenue Bonds may be convertible to tax-exempt interest rates on or after January 1, 2024.

The 2022A Revenue Bonds mature on January 1 in the years 2027 through 2034 in the respective principal amounts set forth in the chart below. The 2022A Revenue Bonds are secured by a pledge of revenues of the Authority and are on parity with all other bonds outstanding under the Indenture, except to the extent provided therein, as more fully described in the Fifteenth Supplemental Indenture.

The 2022A Revenue Refunding Bonds outstanding on December 31, 2022 are as follows (taxable):

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2027	3.360%	\$ 24,160	2031	4.030%	\$ 27,880
2028	3.580%	24,965	2032	4.110%	29,005
2029	3.770%	25,860	2033	4.170%	30,195
2030	3.890%	26,835	2034	4.210%	31,460
Total par value of 2022 Revenue Refunding Bonds					\$ 220,360

Prepayment and Make-Whole Payment Fee: The 2022A Revenue Bonds may be prepaid in whole, or in part, on any date, with five (5) Business Days prior written notice to the Bank, by payment of an amount equal to the principal amount to be prepaid plus accrued interest thereon at the interest rates applicable thereto to the date of prepayment plus the “Make-Whole Payment Fee” (as such terms is defined and specifically calculated in the Fifteenth Supplemental Indenture), if any.

2022 Port District Project Refunding Bonds: On December 6, 2022, the Authority finalized issuance of \$53,305 in new 2022 Port District Project Bonds in a tax-exempt total refunding of \$66,910 in existing 2012 PDP Refunding Bonds. Bond principal payments on the refunded bonds will be made on January 1, 2024, through January 2027. Interest is payable semi-annually on July 1 and January 1 of each year, commencing July 1, 2023. The Authority anticipates debt service savings over the next four (4) years of approximately \$16.7 million because of this bond refunding, which results in an economic gain (difference between the present value of the debt service payments of the old and new debt) of \$15,573.

Optional Redemption: The 2022 Port District Project Bonds are not subject to redemption prior to maturity.

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Note 12. Funded and Long-Term Debt (Continued)

2022 Port District Project Refunding Bonds (Continued): The 2022 Port District Project Refunding Bonds outstanding on December 31, 2022 are as follows (tax exempt):

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2024	5.00%	\$ 12,370	2026	5.00%	\$ 13,990
2025	5.00%	13,325	2027	5.00%	<u>13,620</u>
Total par value of 2022 Port District Project Refunding Bonds					53,305
Add: unamortized bond premium					<u>2,546</u>
Total 2022 Port District Project Refunding Bonds, net					<u><u>\$ 55,851</u></u>

Maturities of Principal and Interest on Bonds: The following presents the principal and interest due on all bonds outstanding as of December 31, 2022:

Years Ending December 31,	Principal	Interest	Total
2023	\$ 60,105	\$ 47,315	\$ 107,420
2024	75,050	45,084	120,134
2025	78,675	41,241	119,916
2026	82,115	37,221	119,336
2027	39,470	34,379	73,849
2028-2032	219,330	145,444	364,774
2033-2037	282,935	89,031	371,966
2038-2040	<u>209,665</u>	<u>16,066</u>	<u>225,731</u>
	1,047,345	<u>\$ 455,781</u>	<u>\$ 1,503,126</u>
Net unamortized bond premiums	<u>48,879</u>		
	<u><u>\$ 1,096,224</u></u>		

Interest on all of the Authority's fixed rate debt (revenue bonds and port district project bonds issued in 2013, 2018, and 2022) is payable semi-annually on January 1 and July 1 in each year. The Authority is current on all of its monthly debt service payments on all obligations.

Debt Authorized but not Issued: At its August 2013 meeting, the Authority's Board authorized the issuance, sale and delivery of up to \$550,000 in taxable or tax-exempt fixed rate bonds, to fund the 5-year 2013 Capital Plan (DRPA-13-094). This resolution rescinded and repealed all prior resolutions (DRPA-09-064 and DRPA-13-030) and any prior inconsistent resolutions. In December 2013, the Authority issued \$476,585 in fixed rate bonds (the 2013 Revenue Bonds) based on this resolution, and \$73,415 remains authorized but not issued under this Board resolution.

Resolution DRPA-16-098: At its September 21, 2016 meeting, the Authority's Board authorized the Authority to issue Revenue Refunding Bonds "in an aggregate principal amount not to exceed \$960,000," "to advance refund and redeem all or a portion of the outstanding" 2013D Revenue Bonds, "to effect interest cost savings for the Authority, and, to the extent deemed economically advantageous and fiscally prudent, amend, replace or terminate any or all of the Authority's outstanding Interest Rate Swap Agreements." Based on this resolution, \$739,640 remains authorized but not issued.

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Note 12. Funded and Long-Term Debt (Continued)

Debt Authorized but not Issued (Continued):

Resolution DRPA #18-008: This resolution authorized the issuance of up to \$350,000 in new revenue bonds, subject to market conditions. On December 18, 2018, the Authority issued \$273,475 in new revenue bonds (2018A Revenue Bonds), as per the resolution leaving \$76,525 in authorized but not issued bonds.

The Authority issued \$220.4 million in 2022 Revenue Refunding bonds in May 2022 and \$53.3 million in 2022 Port District Project Refunding Bonds in December 2022, thereby reducing the total balance of authorized but unissued debt to \$889,580 as of December 31, 2022. These authorizations provide flexibility for the Authority to engage in the aforementioned transactions, under the right conditions, but do not obligate the Authority to execute any of the transactions.

Bond Ratings:

Significant changes to the Authority's bond ratings, over the past six (6) years, are described below:

Moody's Investors Service Bond Ratings ("Moody's"): In its report dated October 31, 2017, Moody's upgraded its bond ratings on all Authority outstanding bonds. The revenue bonds were upgraded from 'A3' to 'A2', and the port district project bonds were upgraded from 'Baa3' to 'Baa2,' all bonds being assigned a "stable outlook." This was the first upgrade by Moody's of the Authority's bonds in over a decade. In its report, Moody's cited several core strengths of the Authority including: "positive traffic momentum," "a strong liquidity profile," "a manageable capital program and, "no-near term debt needs until 2021", all key factors supporting the ratings increases.

On November 16, 2018, just prior to the issuance of the 2018 Revenue Bonds (Series A, B and C), Moody's assigned a "A2" rating to the new bonds and affirmed the rating on the Authority's existing revenue bonds at "A2". The Port District Project bonds were also affirmed at "Baa2". The ratings outlook was changed, for all bond issues, to "positive" from "stable."

In its report, Moody's cited the "expected elimination of DRPA's variable rate debt exposure and the termination of all of the outstanding swaps", along with stable future traffic volumes, continued strong liquidity with a "manageable capital plan", as key factors in the upward change in the outlook.

In February 2020, Moody's increased the Authority's bond ratings on all its bonds, raising the revenue bond rating to "A1" (from "A2") and the port district project bonds from "Baa2" to "Baa1." (The "outlook" on all bonds was changed from "positive" to "stable" due to the upgrade).

In March 2022, Moody's assigned "A1" to the Revenue Refunding Bonds, Series A of 2022 (federally taxable) and upgraded the 2012 Port District Project bonds to "A3" from "Baa1." Moody's affirmed the "A1" rating on the outstanding revenue bonds from 2013 and 2018.

On November 1, 2022, Moody's assigned "A3" to the Port District Project Refunding Bonds, Series 2022 and affirmed the ratings on all Revenue Bonds at "A1", all with a "stable outlook". These ratings remain in place as of December 31, 2022.

Standard & Poor's Ratings Services Bond Ratings ("S&P"): On April 21, 2016, S&P issued a bond ratings report on the Authority's debt, using its new joint ratings criteria, wherein the Authority's Port District Project Bonds were upgraded from "BBB" to "A- "(with stable outlook) and the Revenue Bonds were affirmed at "A", with a stable outlook. S&P cited the Authority's historical performance against budget, its strong financial stability and liquidity (including its capital "pay-go" fund), and its affordable 5-year capital plan of \$662,400, as underlying strengths supporting its ratings actions.

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Note 12. Funded and Long-Term Debt (Continued)

Bond Ratings (Continued):

Standard & Poor's Ratings Services Bond Ratings ("S&P") (Continued): In its report dated August 1, 2017, S&P reaffirmed the Authority's ratings on both its Revenue and Port District Project Bonds. The report cited "historically strong liquidity levels," "DRPA's long history of stable transaction and revenue growth," "the maintenance of good debt service coverage, and "conservative" capital and operating budgets.

On November 16, 2018, just prior to the issuance of \$700,505 in 2018 Revenue Bonds (Series A, B and C), S&P assigned a rating of "A+" to the new bonds and upgraded its underlying rating on the existing revenue bonds to "A+" from "A", with a stable outlook. The Authority Port District Project Bonds were also upgraded to "A" from "A-", with a stable outlook. The upgrades reflected the application of S&P's new updated ratings criteria, published on March 12, 2018. S&P cited the Authority's "very strong enterprise risk profile and strong financial risk profile", along with the "long history of favorable net revenue growth and strategic capital funding leading to strong sustainable debt service coverage" and the Authority's strong liquidity and financial flexibility, which supported the upgrade decision.

In March 2022, S&P assigned "A+" to the Revenue Refunding Bonds, Series A of 2022 (federally taxable). S&P affirmed its "A+" rating on the outstanding revenue bonds from 2013 and 2018. The rating was withdrawn once the Authority opted to issue refunding bonds via a private placement loan with the Bank of America.

On November 2, 2022, S&P assigned an "A" rating to the Port District Project Refunding Bonds, Series 2022 and affirmed its "A+" rating on the Authority's outstanding revenue bonds, all with a stable outlook. These ratings remain in place as of December 31, 2022.

Impact of COVID-19 on Ratings Outlook: As mentioned above, the Authority's bonds were upgraded by Moody's in February 2020, prior to the explosion of the COVID-19 pandemic. As a result of the pandemic's impact on traffic and toll revenues, in March 2020, both Moody's and S&P changed the outlook for the entire toll sector to "negative". S&P also changed the Authority's outlook from "stable" to "negative"; however, Moody's did not change the Authority's "stable" outlook.

In March 2021, S&P restored the "stable" outlook for the toll road sector and also on the Authority's bonds, from "negative", after its review of the on-going recovery in the toll road sector since the beginning of 2021.

Note 13. Government Contributions for Capital Improvements, Additions, and Other Projects

The Authority receives contributions in aid for financing capital improvements to the rapid transit system from the Federal Transit Administration and other government agencies. Capital improvement grant funds of \$11,049 and \$7,365 were received in 2022 and 2021, respectively. The Authority receives federal and state grants for specific construction purposes that are subject to review and audit by the grantor agencies. Although such audits could result in disallowances under terms of the grants, it is the opinion of management that any required reimbursements will not be material to the Authority's net position.

Note 14. Contingencies

Public liability claim exposures are self-insured by the Authority within its self-insured retention limit of \$5 million for each occurrence, after which, exists a claims-made excess liability policy with a limit of \$25 million per occurrence, and in the aggregate, to respond to any large losses exceeding the self-retention.

The claims and judgments liability of \$2,123 and \$745 reported at December 31, 2022 and 2021, respectively, is based on the requirements of GASBS No. 10, as amended, which requires that a liability for claims and judgments be reported if information prior to the issuance of the combined financial statements indicates that it is probable that a liability has been incurred at the date of the combined financial statements and the amount off the loss can be reasonably estimated.

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Note 14. Contingencies (Continued)

The amount of the loss liability, which includes incremental costs, is estimated based on known facts, circumstances, and prior experience of the Authority.

The following is a summary of the claims and judgments liability of the Authority for the years ended December 31, 2022 and 2021:

Claims and Judgments	2022	2021
Beginning balance	\$ 745	\$ 871
Incurred claims	1,782	328
Payment of claims	(404)	(454)
Ending balance	<u>\$ 2,123</u>	<u>\$ 745</u>

There have been no settlements that exceeded the Authority's insurance policies in any of the past three years. In addition, the Authority self-insures the initial \$1 million limit as a self-insured retention, per accident, for workers' compensation claims, after which a \$25 million limit of excess Workers' Compensation insurance is provided by the policy to respond to significant worker compensation injuries. PATCO self-insures the initial \$1 million limit, per accident, for workers' compensation claims, after which a \$25 million limit of excess Workers' Compensation insurance is retained to respond to significant worker compensation claims.

The self-insurance (workers' compensation) liability of \$5,852 and \$6,074 reported at December 31, 2022 and 2021, respectively, is based on the requirements of GASBS No. 10, as amended, which requires that a liability for claims and judgments be reported if information prior to the issuance of the combined financial statements indicates that it is probable that a liability has been incurred at the date of the combined financial statements and the amount of the loss can be reasonably estimated. The amount of the loss liability, which includes incremental costs, is estimated based on known facts, circumstances, and prior experience of the Authority.

The following is a summary of the self-insurance liability of the Authority for Workers' Compensation claims for the years ended December 31, 2022 and 2021:

Self-Insurance (Workers' Compensation)	2022	2021
Beginning balance	\$ 6,074	\$ 4,536
Incurred claims	2,469	4,732
Payment of claims	(2,691)	(3,194)
Ending balance	<u>\$ 5,852</u>	<u>\$ 6,074</u>

There have been no settlements that exceeded the Authority's insurance policies in any of the past three years.

The Authority is involved in various actions arising in the ordinary course of business and from workers' compensation claims. In the opinion of management, the ultimate outcome of these actions will not have a material adverse effect on the Authority's combined net position and combined results of operations.

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Note 14. Contingencies (Continued)

The Authority purchases commercial insurance for all other risks of loss, e.g. bridge and non-bridge property, crime, terrorism, etc. The Authority reviews annually, and where appropriate, adjusts policy loss limits and deductibles as recommended by its insurance consultants in response to prevailing market conditions, loss experience, and revenues. Policy loss limits are established with the professional assistance of independent insurance broker consultants to ensure that sufficient coverage exists to accommodate the maximum probable loss that may result in the ordinary course of business.

Article 5.11 Certification: Per Article 5.11 of the 1998 Bond Indenture, “...the Authority must maintain with responsible insurers all insurance required....to provide against loss of or damage to the Facilities and loss of Revenues...to protect the interests of the Authority and the Bondholders.”

The Authority must submit in writing certifications, by “the Insurance Consultant” to the bond trustee, by April 30 of each year, stating that it has sufficient coverage with regards to “multi-risk insurance” (on DRPA and PATCO facilities), “use and occupancy insurance” (i.e., business interruption), etc., in compliance with the Indenture of Trust. The certifications must provide “in reasonable detail the insurance then in effect pursuant to” Section 5.11 and also must state whether, during the calendar year, any facility has been “materially damaged or destroyed, and if so, the amount of insurance proceeds covering such loss or damage...” The Authority filed its annual insurance certification for 2022 and 2021 prior to the April 30, 2023 and April 30, 2022 deadlines, asserting that “no material damage occurred at any facility” during the year.

Note 15. Commitments

Community Impact: The Authority has an agreement with the City of Philadelphia (“City”) for Community Impact regarding the PATCO high-speed transit system (“Locust Street Subway Agreement”). The agreement expires on December 31, 2050. For the years 2019 through 2050, the annual base payment shall equal one dollar. The Authority made its annual payment to the City in January 2022.

In addition, for the duration of the agreement, the Authority is required to annually create a PATCO Community Impact Fund in the amount of \$500, with payment of such fund to be divided annually between communities within the Commonwealth and the State, based on PATCO track miles in the respective states.

The estimated minimum commitment at December 31, 2022, is as follows:

Year	Amount
2023	\$ 500
2024	500
2025	500
2026	500
2027	500
Thereafter	11,500
	\$ 14,000

Redevelopment Fee: The Authority, pursuant to a January 2016 amendment to an original agreement dated December 31, 1991, is obligated to pay a net redevelopment fee to the City of Camden Redevelopment Agency in the net amount of \$363 annually, as an “ongoing yearly obligation”. This fee is paid annually on or about July 1. The Authority made its annual payment for this obligation in both 2022 and 2021.

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Note 15. Commitments (Continued)

OCIP Letters of Credit: In May 2008, the Authority entered into two new separate irrevocable (evergreen) standby Letters of Credit (“LOC”) with TD Bank, N.A. (formerly Commerce Bank) and Wachovia Bank, in support of the Authority’s “Owner Controlled Insurance Program (“OCIP”).” Under this insurance program, the Authority purchased various insurance policies and eligible contractors working on major capital construction projects enrolled into the OCIP. The original LOC with Wells Fargo Bank (formerly Wachovia Bank) was for a four-year term in the amount of \$5,000 with an expiration date of May 7, 2012. The LOC with TD Bank, N.A. was in an initial amount of \$3,015 and automatically increased annually each May, in the amount of \$816, until it expired on May 7, 2012.

The OCIP program was subsequently renewed in 2010, 2013 and 2014, and finally expired on December 31, 2014. During this period, the LOCs were reduced after consultation and approval by the insurance carrier. Although the OCIP program ended in 2015 (the Railroad Protective Liability policy was extended to March of 2015 to meet the completion date of the project), the insurance carrier, AIG required the Authority to maintain the required LOC coverage to cover anticipated workers’ compensation and general liability claims. Statutes of Limitations (“SOL”) for filing workers’ compensation claims, whether based on an occupational disability or a physical injury, vary from state-to-state. In New Jersey, there is a two-year SOL. Pennsylvania has a three-year SOL.

Pursuant to DRPA-15-064, the Board approved the renewal of the LOC in 2015, with TD Bank, N.A. with an expiration date of December 31, 2016, in the amount of \$5,462. Based on its annual reviews since 2016, AIG agreed to lower the LOC from \$5,462 to \$216, as of December 10, 2018. The Authority renewed the LOC in the amount of \$216, on December 31, 2018, for one year, to expire December 31, 2019. The LOC was subsequently renewed with the bank, in the amount of \$216, on December 31, 2019, to expire on December 31, 2020. In March 2020, the LOC was reduced to \$128. On December 31, 2020, the LOC was renewed for one year at \$128 to expire on December 31, 2021. On February 4, 2021, after a review of outstanding claims, AIG advised the Authority and its LOC bank that it was reducing the LOC requirement from \$128 to \$94. The LOC was subsequently renewed with the bank, in the amount of \$80, on December 31, 2021, to expire on December 31, 2022. The LOC was further extended to December 31, 2023, in the amount of \$80.

Contractual Commitments: As of December 31, 2022, the Authority had board-approved contracts with remaining balances as follows:

	Total
Benjamin Franklin Bridge:	
Bridge, building and pavement repairs and inspection	\$ 2,886
Deck Rehabilitation	5,023
4th Street Garage Repairs	1,335
Suspension Span Rehabilitation	80,455
Temporary toll, clerical, administration and custodial workers	619
Toll revenue, transportation, processing and systems upgrade	2,615
Engineering services - program management and task orders	30,229
Pedestrian bike ramp	285
Other	1,898
Walt Whitman Bridge:	
Design services for New Jersey approach	50
Corridor Rehabilitation	6,295
Cable Investigation Dehumidification	4,028
Painting spans and towers	105
Emergency generator replacement	80

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Note 15. Commitments (Continued)

Contractual Commitments (Continued): As of December 31, 2022, the Authority had board-approved contracts with remaining balances as follows (Continued):

	Total
Commodore Barry Bridge:	
Bridge painting phase I & II and inspection	1,124
Structural repairs & other	9,633
Betsy Ross Bridge:	
Bridge Painting Phase I & II and Inspection	1,124
Bridge Resurfacing and Other	8,143
PATCO System:	
Car overhaul program	1,764
Elevators installation	3,514
Station enhancements	26,756
Westmont & Lindenwold viaduct and track rehabilitation	7,200
Subway structure, center tower & other rehabilitation	12,290
Other equipment and system upgrades and professional services and maintenance	6,862
Technology:	
ERP consulting services	7,883
	\$ 222,196

NJ Customer Service Center Contract: In 2015, the Authority signed a contract to participate in the NJ Customer Service Center Contract, related to the implementation of a new software system for the NJ E-ZPass group, of which the Authority is a member. The system went live in October 2017. The implementation of the software is in phase two.

In 2016, the Authority signed a memorandum of agreement (MOA) related to this implementation, which also sets forth how “certain non-toll revenues and expenses of the NJ E-ZPass Group” incurred will be shared among the Agencies....” (DRPA-16-125), including the resolution of prior “negative customer balances”, which have accumulated under the old contract. Under this MOA, the Authority was assigned a “Revenue Allocation share” which resulted in an initial one-time cash payment of approximately \$2,400 in 2017, representing the Authority’s pro-rata share of the past negative balances. Since then, the Authority has received a bill annually for their pro-rata share of the negative balances.

Under the contract, certain costs incurred by the NJ E-ZPass Group are allocated to member agencies based either on a percentage of revenues and/or transactions.

Labor Relations: The DRPA Board approved two (2) resolutions authorizing staff to negotiate one-year extensions of its Collective Bargaining Agreements (“CBA”) with the International Union of Operating Engineers Local 542 (“IUOE”) and International Brotherhood of Electrical Workers Local 351 (“IBEW”), both of which expired on December 31, 2020. The PATCO Board approved a resolution authorizing staff to negotiate a one-year extension for the CBA with the International Brotherhood of Teamsters Local 676 (“Teamsters”) that expired effective December 31, 2020. The IUOE and Teamsters extension agreements were fully executed, and each CBA expired December 31, 2021; the IBEW declined to execute an extension agreement, and IBEW represented employees continued to work under the terms of their expired CBA. DRPA’s 2017 CBA with FOP Lodge 30 of Pennsylvania and New Jersey (“FOP”) expired on December 31, 2021. All represented employees continued to work under the terms of their CBAs until the contract negotiations were finalized towards the end of 2022.

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Note 15. Commitments (Continued)

Labor Relations (Continued): At its October 19, 2022, meeting, the Authority's Board approved resolutions authorizing the settlement of a Collective Bargaining Agreement ("CBA") with each of the following International Union of Operating engineers Local 542 ("IUOE"), International Brotherhood of Electrical Workers Local 351 ("IBEW"), and Fraternal Order of Police Penn Jersey Lodge 30 ("FOP").

At its October 19, 2022, meeting, the PATCO Board approved a Resolution authorizing settlement of a CBA with the International Brotherhood of Teamsters Local 676 ("Teamsters"). The respective parties subsequently executed agreements memorializing the agreed-upon terms. The IUOE, IBEW, and Teamsters CBAs were set to expire on December 31, 2024. The FOP CBA expires on December 31, 2025 (Note 20).

Note 16. Bridge and PATCO Fare Schedules

Bridge Fares: On July 1, 2011, the approved new bridge toll schedule was implemented as follows:

Class 1 - Motorcycle	\$ 5.00
Class 2 - Automobile	5.00
Class 3 - Two Axle Trucks	15.00
Class 4 - Three Axle Trucks	22.50
Class 5 - Four Axle Trucks	30.00
Class 6 - Five Axle Trucks	37.50
Class 7 - Six Axle Trucks	45.00
Class 8 - Bus	7.50
Class 9 - Bus	11.25
Class 10 - Senior Citizen	2.50
Class 13 - Auto with Trailer (1 axle)	8.75

PATCO Passenger Fares: On July 1, 2011, a new fare schedule was implemented as follows:

Lindenwold/Ashland Woodcrest	\$ 3.00
Haddonfield/Westmont/Collingswood	2.60
Ferry Avenue	2.25
New Jersey	1.60
City Hall/Broadway/Philadelphia	1.40
Off-Peak Reduced Fare Program	0.70

As noted above, PATCO has a federally mandated reduced off-peak fare program for "elderly persons and persons with disabilities." This off-peak rate is \$0.70/trip.

Frequent Bridge Traveler Credit: At its July 2015 meeting, the Authority's Board approved a resolution, DRPA-15-090, to re-implement an \$18 credit/18 trips per month for commuter passenger vehicles in the NJ E-ZPass system (the Authority is a member of this consortium). Programming to implement this initiative was finalized and the new "frequent bridge traveler credit" program became effective on December 1, 2015. In January 2016, frequent users received their first credit since reintroduction of the program. Approximately, \$1.15 million in toll credits were paid to frequent travelers in 2022, which was slightly higher than the \$1.14 million paid out in 2021.

Deferral of CPI Based Toll Increase: In January 2017, the Authority's Board approved resolution DRPA-17-002, which authorized the deferral of the CPI index based biennial toll increase. The toll increase was deferred from January 1, 2017 to January 1, 2019.

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Note 16. Bridge and PATCO Fare Schedules (Continued)

Deferral of CPI Based Toll Increase (Continued): The Authority performed a calculation to determine if a CPI-indexed toll rate change would be enacted for January 1, 2019, using CPI data for September 2018. Based on increases in the CPI for the calculation period, a toll rate increase would have become effective on January 1, 2019. However, the Authority's Board determined that "sufficient revenues and bond project funds and General Fund "pay go" capital funds were available to fund the next four to five years of its capital plan. Therefore, on December 5, 2018, the Authority's Board approved resolution DRPA#18-131, which authorized the deferral of the CPI-based biennial toll increase from January 1, 2019, to January 1, 2021.

On December 9, 2020, the Authority's Board approved resolution DRPA#20-133 that authorized the deferral of the CPI-based biennial toll increase again, this time for one year only, from January 1, 2021, to January 1, 2022. On December 8, 2021, the Authority's Board approved resolution DRPA #21-120 that authorized the deferral of the CPI-based biennial toll increase again, for one year only, from January 1, 2022, to January 1, 2023.

Most recently, the Authority's Board, at its December 2022 meeting, approved resolution DRPA #22-127 that authorized the deferral of the CPI-based biennial toll increase once again. The CPI indexed toll increase was deferred until January 1, 2024.

Note 17. New Governmental Accounting Pronouncements

The Governmental Accounting Standards Board (GASB) has issued the following statements that have effective dates that may affect future financial presentations:

Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset, an intangible asset, and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA.

To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases*, as amended. The Statement will become effective for the Authority's year ending December 31, 2023. Management is currently evaluating whether or not this Statement will have an impact on the basic financial statements of the Authority.

Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The Statement will become effective for the Authority's year ending December 31, 2024.

Note 18. Blended Component Unit

Port Authority Transit Corporation (PATCO) is a wholly owned subsidiary of the Delaware River Port Authority (DRPA) established to operate and maintain the rapid transit system owned and constructed by DRPA. PATCO and DRPA share the same Board of Commissioners.

A financial benefit or burden relationship exists between DRPA and PATCO as DRPA subsidizes the losses of PATCO and intends to continue to do so. The financial results of PATCO have been blended with those of DRPA in the financial statements.

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Note 18. Blended Component Unit (Continued)

Rent of Transit System Facilities: All rapid transit system facilities used by PATCO are leased from the Authority, under terms of an agreement dated April 18, 1969 and amended June 3, 1974. The lease requires PATCO to operate and maintain the Locust-Lindenwold line. The terms of the amended agreement, which was made retroactive to January 1, 1974, and which is to continue from year to year, provide that PATCO pay a minimum annual rental of \$6,122, which approximates the sum of the annual interest expense to the Authority for that portion of its indebtedness attributable to the construction and equipping of the leased facilities plus the provision for depreciation of the rapid transit facilities as recorded by the Authority. In addition, the lease requires PATCO to pay to the Authority any net earnings from operations for the Locust-Lindenwold line less a reasonable amount to be retained for working capital and operating reserves.

PATCO's outstanding liability to the DRPA for period January 1, 1974 to December 31, 2022 related to this agreement totals \$299,828.

Net Position: The net position totaling (\$961,096) and (\$913,774) as of December 31, 2022 and December 31, 2021, respectively, represents the total losses for PATCO since inception.

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2022 is as follows:

Condensed Combining Statements of Net Position

	As of December 31, 2022		
	DRPA	PATCO	Total
Current assets	\$ 496,282	\$ 13,175	\$ 509,457
Receivable from primary government	(3,503)	3,503	
Capital assets	1,951,167		1,951,167
Other noncurrent assets	13,387		13,387
Total assets	2,457,333	16,678	2,474,011
Deferred outflows of resources	41,797	12,325	54,122
Current liabilities	128,444	14,746	143,190
Payables to primary government:			
Lease agreement	(6,122)	6,122	
Advances from DRPA	(646,265)	646,265	
Noncurrent liabilities	887,998	315,820	1,203,818
Total liabilities	364,055	982,953	1,347,008
Deferred inflows of resources	54,343	7,146	61,489
Net investment in capital assets	931,613		931,613
Restricted	163,217		163,217
Unrestricted (deficiency)	985,902	(961,096)	24,806
Total net position (deficiency)	\$ 2,080,732	\$ (961,096)	\$ 1,119,636

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 18. Blended Component Unit (Continued)

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2022 is as follows (continued):

Condensed Combining Statements of Revenues, Expenses and Changes in Net Position

	For the Year Ended December 31, 2022		
	DRPA	PATCO	Total
Operating revenues			
Bridge revenues	\$ 319,860		\$ 319,860
Transit systems		\$ 12,294	12,294
Other	209		209
Total operating revenues	320,069	12,294	332,363
Operating expenses			
Operating - other	88,423	53,583	142,006
Depreciation	75,735		75,735
Total operating expenses	164,158	53,583	217,741
Operating income (loss)	155,911	(41,289)	114,622
Nonoperating revenues (expenses)			
Interest expense	(44,630)		(44,630)
Economic development activities	(36)		(36)
Lease rental	6,122	(6,122)	
Other	25,073	89	25,162
Total nonoperating revenues (expenses)	(13,471)	(6,033)	(19,504)
Capital contributions	11,049	-	11,049
Change in net position	153,489	(47,322)	106,167
Net position (deficiency), January 1	1,927,150	(913,774)	1,013,376
Cumulative effect of change in accounting principles	93		93
Net position (deficiency), January 1 (Restated)	1,927,243	(913,774)	1,013,469
Net position (deficiency), December 31	\$ 2,080,732	\$ (961,096)	\$ 1,119,636

Condensed Combining Statements of Cash Flows

	For the Year Ended December 31, 2022		
	DRPA	PATCO	Total
Net cash provided by (used in) operating activities	\$ 205,737	\$ (46,720)	\$ 159,017
Net cash provided by (used in) noncapital financing activities	(18,344)	46,496	28,152
Net cash provided by (used in) capital and related financing activities	(271,635)		(271,635)
Net cash provided by (used in) investing activities	77,962		77,962
Net increase (decrease) in cash and cash equivalents	(6,280)	(224)	(6,504)
Cash and cash equivalents, January 1	42,629	1,576	44,205
Cash and cash equivalents, December 31	\$ 36,349	\$ 1,352	\$ 37,701

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 18. Blended Component Unit (Continued)

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2021 is as follows:

Condensed Combining Statements of Net Position

	As of December 31, 2021		
	DRPA	PATCO	Total
Current assets	\$ 575,576	\$ 12,732	\$ 588,308
Receivable from primary government	(3,971)	3,971	
Capital assets	1,937,615		1,937,615
Other noncurrent assets	10,721		10,721
Total assets	2,519,941	16,703	2,536,644
Deferred outflows of resources	46,679	11,860	58,539
Current liabilities	160,516	15,227	175,743
Payables to primary government:			
Lease agreement	(6,122)	6,122	
Advances from DRPA	(599,769)	599,769	
Noncurrent liabilities	1,060,903	317,808	1,378,711
Total liabilities	615,528	938,926	1,554,454
Deferred inflows of resources	23,942	3,411	27,353
Net investment in capital assets	834,085		834,085
Restricted	213,917		213,917
Unrestricted (deficiency)	879,148	(913,774)	(34,626)
Total net position (deficiency)	\$ 1,927,150	\$ (913,774)	\$ 1,013,376

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 18. Blended Component Unit (Continued)

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2021 is as follows (continued):

Condensed Combining Statements of Revenues, Expenses and Changes in Net Position

	For the Year Ended December 31, 2021		
	DRPA	PATCO	Total
Operating revenues			
Bridge revenues	\$ 311,679		\$ 311,679
Transit systems		\$ 9,178	9,178
Other	217		217
Total operating revenues	311,896	9,178	321,074
Operating expenses			
Operating - Other	97,536	51,507	149,043
Depreciation	72,763		72,763
Total operating expenses	170,299	51,507	221,806
Operating income (loss)	141,597	(42,329)	99,268
Nonoperating revenues (expenses)			
Interest expense	(54,584)		(54,584)
Economic development activities	(28)		(28)
Lease rental	6,122	(6,122)	
Other	27,611	20	27,631
Total nonoperating revenues (expenses)	(20,879)	(6,102)	(26,981)
Capital contributions	7,365	-	7,365
Change in net position	128,083	(48,431)	79,652
Net position (deficiency), January 1	1,799,067	(865,343)	933,724
Net position (deficiency), December 31	\$ 1,927,150	\$ (913,774)	\$ 1,013,376

Condensed Combining Statements of Cash Flows

	For the Year Ended December 31, 2021		
	DRPA	PATCO	Total
Net cash provided by (used in) operating activities	\$ 182,319	\$ (44,864)	\$ 137,455
Net cash provided by (used in) noncapital financing activities	(13,304)	45,404	32,100
Net cash provided by (used in) capital and related financing activities	(302,124)		(302,124)
Net cash provided by (used in) investing activities	146,048		146,048
Net increase (decrease) in cash and cash equivalents	12,939	540	13,479
Cash and cash equivalents, January 1	29,690	1,036	30,726
Cash and cash equivalents, December 31	\$ 42,629	\$ 1,576	\$ 44,205

DELAWARE RIVER PORT AUTHORITY
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Note 19. Change in Accounting Principles

Change in Accounting Principles: For the year ended December 31, 2022, the Authority was required to implement GASB Statement No. 87, *Leases*. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities.

For additional information related to the Authority's lessor agreements, see Note 5.

The cumulative effect of adopting GASB Statement No. 87 is summarized as follows:

Cumulative effect of adopting GASB Statement No. 87 - Combined Statement of Revenues, Expenses and Changes in Net Position		
Net Position, January 1, 2022		\$ 1,013,376
Increase in Net Position:		
Recognition of leases receivable	\$ 7,952	
Recognition of deferred inflows of resources	(7,859)	
Cumulative effect of change in accounting principles		93
Net Position, January 1, 2022 (as restated)		\$ 1,013,469
Cumulative effect of adopting GASB Statement No. 87 - Revenue Fund		
Net Position (Deficiency), January 1, 2022		\$ (170,986)
Increase in Net Position:		
Recognition of leases receivable	\$ 7,952	
Recognition of deferred inflows of resources	(7,859)	
Cumulative effect of change in accounting principles		93
Net Position (Deficiency), January 1, 2022 (as restated)		\$ (170,893)

Note 20. Subsequent Events

Bond Compliance: The required arbitrage rebate study for the 2012 PDP bonds was completed, for the period December 31, 2012 through January 1, 2023. The analysis determined that the Authority incurred a \$175K liability related to the excess yield on bond investments. The Authority forwarded its payment to the U.S. Treasury in late February 2023 in settlement of this liability.

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Notes to Combined Financial Statements
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Note 20. Subsequent Events (Continued)

Labor Relations: At its May 17, 2023 meeting, the DRPA Board approved Resolutions authorizing additional economic provisions and terms with the IUOE, IBEW, and FOP, and extended the expiration date of the IUOE and IBEW CBAs through December 31, 2025. At its May 17, 2023 meeting, the PATCO Board approved a Resolution authorizing additional economic provisions and terms with the Teamsters CBA and extended the expiration date of the Teamsters CBA through December 31, 2025. The respective parties subsequently executed agreements memorializing the agreed-upon terms.

COVID-19 Impact: The COVID-19 pandemic has, in general, impacted the Authority's operations during the period March 2020 through December 31, 2022, and resulted in reduced traffic and corresponding reduced revenues for the Authority as described below.

Traffic / Revenue: While traffic and bridge toll revenues are still below 2019 levels, there has been a continual improvement in these numbers since the lows experienced in March and April of 2020. Traffic and bridge toll revenues have rebounded nicely in 2021 and 2022 as described below:

Audited traffic data through December 31, 2021, showed a 15.7% increase in overall traffic, as compared to December 2020 year-to-date figures. Toll revenues YTD were \$34.8 million, or 13.0% above 2020 figures. For 2021, DRPA traffic and toll revenues were 4.2 million (or 9.8%) and \$24.6 million (or 8.9%) ahead of the 2021 budget, respectively. 2021 overall traffic numbers were approximately 88% of 2019 (i.e., pre-COVID) traffic levels. (Note: Each 1.0% increase, or decrease, in traffic translates to a gain, or loss, of about \$250 thousand in toll revenues).

In 2022, bridge traffic has hovered near 90.6% of 2019 pre-COVID traffic volumes. YTD traffic through December 2022 totaled 48.1 million vs. 46.6 million vehicles in December 2021, which represents an increase of 1.5 million vehicles or of 3.2%. Toll revenues for the same period were \$311.1 million vs. \$302.9 million, or an increase of \$8.2 million or 2.7%. Total toll revenues still remained an estimated \$21.1 million, or 6.3% below 2019 levels.

Thus far in 2023, YTD traffic through May continues to show modest growth vs. 2022 YTD numbers. Traffic increased by 1.0 million vehicles, resulting in an increase of \$5.1 million in toll revenues. Bridge toll revenues are approximately \$3.7 million higher than budgeted through May.

Ridership/Fare Revenues: During 2022, PATCO's revenues and ridership have shown a more gradual incremental increase vs. the trends experienced in bridge traffic. PATCO YTD ridership numbers for 2021, were about 6.7% (or 266K riders) below December 2020 figures, with revenues down approximately \$732K (or 7.9%). (Average 2021 PATCO ridership was still approximately 33% of 2019 figures). The drop in ridership and net passenger revenues since March 2020 has widened the overall subsidy provided by the Authority to PATCO and, therefore, has required increased funding by the Authority. PATCO ridership and net passenger revenue figures are approximately 25% under budget for 2022.

For year 2022, actual PATCO ridership was higher than 2021 ridership, totaling 4.9 million riders, or an increase of 1.2 million riders (or 32.2%) over 2021 numbers. Net passenger revenues for December 2022 YTD totaled \$11.4 million vs. \$8.5 million during the same period in 2021, reflecting a \$2.9 million increase (or a 33.8% change) vs. December 2021 YTD figures. PATCO net passenger revenues remain approximately \$15.8 million under 2019 net passenger revenues.

Thus far through May 2023, PATCO ridership also shows a positive trend, as ridership increased by 418K passengers, or an 18.3% increase vs. 2022 YTD figures. The increase in ridership resulted in an increase in net passenger revenues of \$1.0 million compared against 2022 numbers, or an 18.6% increase. (PATCO ridership however is still below 50% of pre-COVID 2019 ridership).

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Note 20. Subsequent Events (Continued)

Federal Transit Operating Grants: The Authority received three (3) federal transit operating grants, specifically the CARES Act, CRRSAA and American Rescue Plan, totaling over \$84 million, which could be used to offset PATCO lost revenues and operating expenses. Through December of 2022, the Authority drew down \$25.7 million, which when combined with draws in 2020 and 2021, has equaled draws of \$83.8 million, or over 99.3% of the \$84.4 million in total grants. These transit operating grants have reduced the overall PATCO subsidy substantially. The Authority drew down the remaining \$555,000 in grant funds in early March 2023.

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part II (Unaudited)
Schedule of the Authority's Proportionate Share of the Net Pension Liability
Commonwealth of Pennsylvania - State Employees' Retirement System (SERS)
Last Nine Plan Years
(amounts expressed in thousands)

	<u>Measurement Date Ended December 31,</u>				
	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Authority's proportion of the net pension liability	0.84041950%	0.84449557%	0.85679926%	0.86842839%	0.82327565%
Authority's proportionate share of the net pension liability	\$ 122,453	\$ 154,513	\$ 155,749	\$ 180,903	\$ 142,358
Authority's covered payroll (plan measurement period)	\$ 56,298	\$ 56,357	\$ 56,271	\$ 55,870	\$ 51,022
Authority's proportionate share of the net pension liability as a percentage of covered payroll	217.51%	274.17%	276.78%	323.79%	279.01%
Plan fiduciary net position as a percentage of the total pension liability	76.00%	67.00%	63.10%	56.40%	63.00%
		<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Authority's proportion of the net pension liability		0.79013936%	0.79424655%	0.76453591%	0.78540134%
Authority's proportionate share of the net pension liability		\$ 152,183	\$ 144,424	\$ 113,590	\$ 107,312
Authority's covered payroll (plan measurement period)		\$ 47,939	\$ 48,461	\$ 44,721	\$ 43,165
Authority's proportionate share of the net pension liability as a percentage of covered payroll		317.45%	298.02%	254.00%	248.61%
Plan fiduciary net position as a percentage of the total pension liability		57.80%	58.90%	64.80%	66.70%

This schedule is presented to illustrate the requirement to show information for 10 years; however, until a full 10-year trend is compiled, this presentation will only include information for those years for which information is available.

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part II (Unaudited)
Schedule of the Authority's Contributions
Commonwealth of Pennsylvania - State Employees' Retirement System (SERS)
Last Nine Years

(amounts expressed in thousands)

	<u>Year Ended December 31,</u>				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Authority's contractually required contribution	\$ 16,851	\$ 16,567	\$ 17,006	\$ 16,663	\$ 16,395
Authority's contribution in relation to the contractually required contribution	<u>(16,851)</u>	<u>(16,567)</u>	<u>(17,006)</u>	<u>(16,663)</u>	<u>(16,395)</u>
Authority's contribution deficiency (excess)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Authority's covered payroll (calendar year)	\$ 48,887	\$ 47,778	\$ 49,483	\$ 54,139	\$ 52,434
Authority's contributions as a percentage of covered payroll	34.47%	34.67%	34.37%	30.78%	31.27%
		<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Authority's contractually required contribution		\$ 14,515	\$ 12,735	\$ 10,332	\$ 7,649
Authority's contribution in relation to the contractually required contribution		<u>(14,515)</u>	<u>(12,735)</u>	<u>(10,332)</u>	<u>(7,649)</u>
Authority's contribution deficiency (excess)		<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Authority's covered payroll (calendar year)		\$ 49,464	\$ 46,615	\$ 48,857	\$ 44,721
Authority's contributions as a percentage of covered payroll		29.34%	27.32%	21.15%	17.10%

This schedule is presented to illustrate the requirement to show information for 10 years; however, until a full 10-year trend is compiled, this presentation will only include information for those years for which information is available.

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part II (Unaudited)
Schedule of the Authority's Proportionate Share of the Net Pension Liability
State of New Jersey - Public Employees' Retirement System (PERS)
Last Ten Plan Years
(amounts expressed in thousands)

	<u>Measurement Date Ended June 30,</u>				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Authority's proportion of the net pension liability	0.0106773888%	0.0107379607%	0.0120311762%	0.0108401779%	0.0101508337%
Authority's proportionate share of the net pension liability	\$ 1,611	\$ 1,272	\$ 1,962	\$ 1,953	\$ 1,999
Authority's covered payroll (plan measurement period)	\$ 787	\$ 887	\$ 871	\$ 770	\$ 689
Authority's proportionate share of the net pension liability as a percentage of covered payroll	204.70%	143.40%	225.26%	253.64%	290.13%
Plan fiduciary net position as a percentage of the total pension liability	62.91%	70.33%	58.32%	56.27%	53.60%
	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Authority's proportion of the net pension liability	0.0069597877%	0.0050105488%	0.0048616324%	0.0080229448%	0.0110310887%
Authority's proportionate share of the net pension liability	\$ 1,620	\$ 1,484	\$ 1,091	\$ 1,502	\$ 2,108
Authority's covered payroll (plan measurement period)	\$ 406	\$ 345	\$ 335	\$ 594	\$ 723
Authority's proportionate share of the net pension liability as a percentage of covered payroll	399.01%	430.14%	325.67%	252.86%	291.56%
Plan fiduciary net position as a percentage of the total pension liability	48.10%	40.14%	47.93%	52.08%	48.72%

DELAWARE RIVER PORT AUTHORITY
Required Supplementary Information - Part II (Unaudited)
Schedule of the Authority's Contributions
State of New Jersey - Public Employees' Retirement System (PERS)
Last Ten Years
(amounts expressed in thousands)

	<u>Year Ended December 31,</u>				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Authority's contractually required contribution	\$ 135	\$ 126	\$ 132	\$ 106	\$ 101
Authority's contribution in relation to the contractually required contribution	<u>(135)</u>	<u>(126)</u>	<u>(132)</u>	<u>(106)</u>	<u>(101)</u>
Authority's contribution deficiency (excess)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Authority's covered payroll (calendar year)	\$ 805	\$ 789	\$ 837	\$ 852	\$ 776
Authority's contributions as a percentage of covered payroll	16.77%	15.97%	15.77%	12.44%	13.02%
	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Authority's contractually required contribution	\$ 64	\$ 45	\$ 42	\$ 66	\$ 83
Authority's contribution in relation to the contractually required contribution	<u>(64)</u>	<u>(45)</u>	<u>(42)</u>	<u>(66)</u>	<u>(83)</u>
Authority's contribution deficiency (excess)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Authority's covered payroll (calendar year)	\$ 692	\$ 438	\$ 369	\$ 355	\$ 601
Authority's contributions as a percentage of covered payroll	9.25%	10.27%	11.38%	18.59%	13.81%

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part II (Unaudited)
Schedule of the Authority's Contributions
Teamsters Pension Plan of Philadelphia and Vicinity
Last Ten Years
(amounts expressed in thousands)

	<u>Year Ended December 31,</u>				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Authority's contractually required contribution	\$ 1,572	\$ 1,491	\$ 1,608	\$ 1,474	\$ 1,378
Authority's contribution in relation to the contractually required contribution	<u>(1,572)</u>	<u>(1,491)</u>	<u>(1,608)</u>	<u>(1,474)</u>	<u>(1,378)</u>
Authority's contribution deficiency (excess)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Authority's contractually required contribution	\$ 1,299	\$ 1,293	\$ 1,136	\$ 1,001	\$ 1,066
Authority's contribution in relation to the contractually required contribution	<u>(1,299)</u>	<u>(1,293)</u>	<u>(1,136)</u>	<u>(1,001)</u>	<u>(1,066)</u>
Authority's contribution deficiency (excess)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part II (Unaudited)
Notes to Required Supplementary Information
For the Year Ended December 31, 2022**Pennsylvania State Employees' Retirement System (SERS)*****Changes in benefit terms:***

None

Changes in assumptions:

The December 31, 2021 actuarial valuation uses assumptions regarding future return (the "discount rate") and rates of retirement, withdrawal, death, and disability among SERS members and their beneficiaries. The current set of assumptions used in the December 31, 2021 actuarial valuation, with the exception of the discount rate and inflation assumptions, was adopted by the State Employees' Retirement Board (the "Board") based upon actual experience of SERS during the years 2015 through 2019. The discount rate assumptions are reviewed annually with the SERS Board. As a result of the review undertaken during July of 2021, the Board did not change the annual discount rate assumption and therefore it remained at 7.000%. Likewise, the annual inflation assumption also remained the same at 2.50%.

State of New Jersey Public Employees' Retirement System (PERS)***Changes in benefit terms:***

The June 30, 2022 measurement date included three changes to the plan provisions, only one of which had an impact on the Total Pension Liability (TPL). Chapter 226, P.L. 2021 reopened the Prosecutors Part of PERS and made membership in the Prosecutors Part of PERS mandatory for all prosecutors.

Changes in assumptions:

The discount rate used as of the June 30 measurement date is as follows:

<u>Year</u>	<u>Rate</u>	<u>Year</u>	<u>Rate</u>
2022	7.00%	2017	5.00%
2021	7.00%	2016	3.98%
2020	7.00%	2015	4.90%
2019	6.28%	2014	5.39%
2018	5.66%		

The long-term expected rate of return used as of the June 30 measurement date is as follows:

<u>Year</u>	<u>Rate</u>	<u>Year</u>	<u>Rate</u>
2022	7.00%	2017	7.00%
2021	7.00%	2016	7.65%
2020	7.00%	2015	7.90%
2019	7.00%	2014	7.90%
2018	7.00%		

The mortality assumption was updated upon direction from the Division of Pensions and Benefits.

Teamsters Pension Plan of Philadelphia and Vicinity

The Authority is required to contribute a collectively bargain amount per day for each participating PATCO employee. This daily amount ranged from \$21.80 in 2013 to \$35.56 in 2022.

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part III (Unaudited)
Schedule of Changes in the Authority's Net OPEB Liability and Related Ratios
Last Five Years
(amounts expressed in thousands)

	<u>Measurement Ended December 31,</u>				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total OPEB liability					
Service cost	\$ 127	\$ 237	\$ 229	\$ 389	\$ 337
Interest	4,061	2,054	2,519	3,650	4,245
Changes of benefit terms	-	-	-	-	-
Differences between expected and actual experience	-	-	-	14,766	-
Changes of assumptions	(29,462)	(464)	(22,111)	-	-
Benefit payments	(4,814)	(4,889)	(5,416)	(5,012)	(5,366)
Net change in total OPEB liability	(30,088)	(3,062)	(24,779)	13,793	(784)
Total OPEB liability, January 1	99,548	102,610	127,389	113,596	114,380
Total OPEB liability, December 31	<u>\$ 69,460</u>	<u>\$ 99,548</u>	<u>\$ 102,610</u>	<u>\$ 127,389</u>	<u>\$ 113,596</u>
Plan fiduciary net position					
Contributions - employer	\$ 4,814	\$ 4,889	\$ 5,416	\$ 5,012	\$ 10,366
Net investment earnings	(789)	(163)	1,022	1,298	399
Benefit payments	(4,814)	(4,889)	(5,416)	(5,012)	(5,366)
Administrative expense	(96)	(99)	(101)	(96)	(82)
Net change in plan fiduciary net position	(885)	(262)	921	1,202	5,317
Plan fiduciary net position, January 1	32,944	33,206	32,285	31,083	25,766
Plan fiduciary net position, December 31	<u>\$ 32,059</u>	<u>\$ 32,944</u>	<u>\$ 33,206</u>	<u>\$ 32,285</u>	<u>\$ 31,083</u>
Authority's net OPEB liability	<u>\$ 37,401</u>	<u>\$ 66,604</u>	<u>\$ 69,404</u>	<u>\$ 95,104</u>	<u>\$ 82,513</u>
Plan fiduciary net position as a percentage of the total OPEB liability	46.15%	33.09%	32.36%	25.34%	27.36%
Covered-employee payroll	\$ 24,035	\$ 28,476	\$ 28,476	\$ 32,986	\$ 32,986
Authority's net OPEB liability as a percentage of covered-employee payroll	155.61%	233.90%	243.73%	288.32%	250.15%

Notes to Schedule:

Benefit changes. None

Changes of assumptions. All assumptions for the year ended December 31, 2022, except for the discount rate, are the same as the prior valuation in 2021, including for the starting plan costs health care costs, retiree contribution rates, salary (payroll), salary increase assumptions, healthcare inflation (trend) rates, decrement tables (e.g., probability of death, turnover, disability and retirement), actuarial cost method, and other provisions as reported in the prior valuation report. The selected discount rate for 2022 is based on the prescribed discount interest rate methodology under GASB No. 75 based on an average of two 20-year municipal bond indices (e.g., S&P Municipal Bond 20 Year High Grade Rate Index - 4.31% and Fidelity GO AA 20 Years - 4.05%) as of December 31, 2022, which is the measurement date. This discount rate is 4.18%, which is a change from the prior valuation discount rate of 2.05%.

This schedule is presented to illustrate the requirement to show information for 10 years; however, until a full 10-year trend is compiled, this presentation will only include information for those years for which information is available.

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part III (Unaudited)
Schedule of Authority Contributions
For the Last Five Years
(amounts expressed in thousands)

	<u>Year Ended December 31,</u>				
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Actuarially determined contribution	\$ 2,794	\$ 3,357	\$ 3,782	\$ 4,545	\$ 5,337
Contributions in relation to the actuarially determined contribution	<u>4,814</u>	<u>4,889</u>	<u>5,416</u>	<u>5,012</u>	<u>10,366</u>
Contribution deficiency (excess)	<u>\$ (2,020)</u>	<u>\$ (1,532)</u>	<u>\$ (1,634)</u>	<u>\$ (467)</u>	<u>\$ (5,029)</u>
Covered-employee payroll	\$ 24,035	\$ 28,476	\$ 28,476	\$ 32,986	\$ 32,986
Contributions as a percentage of covered-employee payroll	20.03%	17.17%	19.02%	15.19%	31.43%

Notes to Schedule:

Valuation date:

Actuarially determined contribution rates are calculated as of January 1, one year prior to the end of the fiscal year in which contributions are reported.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry Age Normal as a Level Percentage of Payroll
Amortization method	Level percentage of payroll, closed
Amortization period	30 years
Asset valuation method	Current market value of assets placed in an irrevocable OPEB trust
Inflation	4.18 percent
Healthcare cost trend rates	The following assumptions are used for annual healthcare cost inflation (trend):

	<u>Year</u>	<u>Pre-65</u>	<u>Post 65</u>
Year 1 Trend	January 1, 2024	7.00%	7.00%
Ultimate Trend	January 1, 2034 & Later	4.50%	4.50%
Grading Per Year		0.25%	0.25%

Salary increases 3.5 percent

(Continued)

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part III (Unaudited)
Schedule of Authority Contributions
For the Last Five Years
(amounts expressed in thousands)

Notes to Schedule (Cont'd):

Methods and assumptions used to determine contribution rates (cont'd):

Investment rate of return 4.18 percent for 2022; 2.05 percent for 2021; 2.02 percent for 2020; 2.90 percent for 2019; 3.80 percent for 2018

Retirement age In the 2022 actuarial valuation, Eligibility for retirement is based on a minimum of age and/or years of service (YOS). Eligibility varies by date of hire for DRPA and PATCO, which is as follows:

<u>Date of Hire Range</u>	<u>Age</u>	<u>Years of Service</u>
Prior to 1/1/04	55	10
1/1/04 to 1/1/07	55	20

For employees hired after January 1, 2007, no subsidized retiree benefits are offered. For DRPA employees hired prior to 1/1/98, they are eligible for retiree medical after ten (10) years of service (YOS) and obtaining a minimum age of fifty-five (55) for prescription drugs. Life insurance has the same eligibility requirements as medical insurance. Retirement eligibility is assumed to be the same as the prior valuation.

Mortality In the 2022 actuarial valuation, the RP 2014 Healthy Male and Female Tables are based on the Combined Healthy Table for both pre & post retirement projected with mortality improvement using the most current Society of Actuaries Mortality Improvement Scale MP-2021. This reflects an update of mortality improvement table from the prior valuation, which was MP-2019 table.

This schedule is presented to illustrate the requirement to show information for 10 years; however, until a full 10-year trend is compiled, this presentation will only include information for those years for which information is available.

DELAWARE RIVER PORT AUTHORITY

Combined Supplemental Schedule of Net Position Information by Fund
December 31, 2022
(amounts expressed in thousands)

	Capital Fund	Revenue Fund	Maintenance Reserve Fund	General Fund	Combined Bond Funds	Combined Project Funds	Total
Assets							
Current Assets							
Cash and cash equivalents		\$ 2,078		\$ 27,189			\$ 29,267
Investments		275		246,110			246,385
Accounts receivable, net of allowance for uncollectibles		10,411		10,454			20,865
Leases receivable		1,798					1,798
Accrued interest receivable		1		1,096			1,097
Transit system and storeroom inventories		773		7,162			7,935
Economic development loans - current				1,125			1,125
Prepaid expenses		4,786		1,793			6,579
Due from fiduciary funds				268			268
Restricted assets							
Cash and cash equivalents		7,901				\$ 533	8,434
Investments		6,450	\$ 6,288		\$ 172,393		185,131
Accrued interest receivable			21		552		573
Total current assets	-	34,473	6,309	295,197	172,945	533	509,457
Noncurrent Assets							
Capital assets, net of accumulated depreciation							
Land	\$ 74,034			25			74,059
Construction in progress	784,689						784,689
Bridges and related buildings and equipment	691,174						691,174
Transit property and equipment	401,110						401,110
Port enhancements	135						135
Total capital assets	1,951,142	-	-	25	-	-	1,951,167
Other							
Leases receivable		5,684					5,684
Economic development loans, net of allowance for uncollectibles				7,703			7,703
Total noncurrent assets	1,951,142	5,684	-	7,728	-	-	1,964,554
Total assets	1,951,142	40,157	6,309	302,925	172,945	533	2,474,011
Deferred Outflows of Resources							
Pension related amounts		20,977		12,326			33,303
Loss on refunding of debt	20,819						20,819
Total deferred outflows of resources	20,819	20,977	-	12,326	-	-	54,122

DELAWARE RIVER PORT AUTHORITY

Combined Supplemental Schedule of Net Position Information by Fund
December 31, 2022
(amounts expressed in thousands)

	Capital Fund	Revenue Fund	Maintenance Reserve Fund	General Fund	Combined Bond Funds	Combined Project Funds	Total
Liabilities							
Current Liabilities							
Accounts payable							
Retained amounts on contracts		\$ 268		\$ 18,804			\$ 19,072
Other		9,454		14,559			24,013
Accrued liabilities							
Claims and judgments		56		1,175			1,231
Self-insurance		1,232		1,460			2,692
Pension		151		51			202
Sick and vacation leave benefits		2,843		806			3,649
Other		492		1,088			1,580
Unearned revenue				6,997			6,997
Liabilities payable from restricted assets							
Accrued interest payable					\$ 23,649		23,649
Bonds payable - current	\$ 60,105						60,105
Total current liabilities	<u>60,105</u>	<u>14,496</u>	<u>-</u>	<u>44,940</u>	<u>23,649</u>	<u>-</u>	<u>143,190</u>
Noncurrent Liabilities							
Accrued liabilities							
Claims and judgments		40		852			892
Self-insurance		1,447		1,713			3,160
Sick and vacation leave benefits		948		269			1,217
Net pension liability		107,991		16,073			124,064
Other postemployment benefits		34,140		3,261			37,401
Unearned revenue		965					965
Bonds payable, net of unamortized discounts and premiums	980,268			55,851			1,036,119
Total noncurrent liabilities	<u>980,268</u>	<u>145,531</u>	<u>-</u>	<u>78,019</u>	<u>-</u>	<u>-</u>	<u>1,203,818</u>
Total liabilities	<u>1,040,373</u>	<u>160,027</u>	<u>-</u>	<u>122,959</u>	<u>23,649</u>	<u>-</u>	<u>1,347,008</u>
Deferred Inflows of Resources							
Pension related amounts		38,561		5,343			43,904
Postemployment benefit related amounts		7,340		1,804			9,144
Gain on refunding of debt				1,254			1,254
Leases		7,187					7,187
Total deferred inflows of resources	<u>-</u>	<u>53,088</u>	<u>-</u>	<u>8,401</u>	<u>-</u>	<u>-</u>	<u>61,489</u>
Net Position							
Net investment in capital assets	931,588			25			931,613
Restricted for:							
Debt requirements		14,351	\$ 3,000		145,333		162,684
Capital and port district projects						\$ 533	533
Unrestricted (deficiency)		(166,332)	3,309	183,866	3,963		24,806
Total net position (deficiency)	<u>\$ 931,588</u>	<u>\$ (151,981)</u>	<u>\$ 6,309</u>	<u>\$ 183,891</u>	<u>\$ 149,296</u>	<u>\$ 533</u>	<u>\$ 1,119,636</u>

DELAWARE RIVER PORT AUTHORITY

 Combined Supplemental Schedule of Changes in Fund Net Position Information by Fund
 For the Year Ended December 31, 2022
 (amounts expressed in thousands)

	Capital Fund	Revenue Fund	Maintenance Reserve Fund	General Fund	Combined Bond Funds	Combined Project Funds	Total
Net Position (Deficiency), January 1	\$ 834,060	\$ (170,986)	\$ 6,218	\$ 147,415	\$ 196,136	\$ 533	\$ 1,013,376
Cumulative effect of change in accounting principle		93					93
Net Position (Deficiency), January 1 (Restated)	834,060	(170,893)	6,218	147,415	196,136	533	1,013,469
Revenues and Expenses							
Operating revenues		320,001		12,362			332,363
Operating expenses	(75,735)	(44,587)		(46,266)			(166,588)
General and administration expenses		(41,455)		(9,698)			(51,153)
Investment income (loss)		67	91	(1,090)	3,129		2,197
Lease Interest Income		299					299
Interest expense	1,170			2,394	(48,194)		(44,630)
Economic development activities				(36)			(36)
Other nonoperating revenues (expenses)	136	16		1,198			1,350
Other grant revenues				21,316			21,316
Total revenues and expenses	(74,429)	234,341	91	(19,820)	(45,065)	-	95,118
Government Contributions for Capital Improvements, Additions and other projects	-	-	-	11,049	-	-	11,049
Interfund Transfers and Payments							
Bond service		(104,458)		(18,626)	123,084		
Funds in excess of bond reserve requirement		22,889		14,808	(37,697)		
Funds free and clear of any lien or pledge		(94,900)		94,900			
Retirement of bonds	57,645			28,870	(86,515)		
Capital additions	89,298			(89,298)			
Net equity transfers	25,014	(38,960)		14,593	(647)		
Total interfund transfers and payments	171,957	(215,429)	-	45,247	(1,775)	-	-
Net Position (Deficiency), December 31	\$ 931,588	\$ (151,981)	\$ 6,309	\$ 183,891	\$ 149,296	\$ 533	\$ 1,119,636

DELAWARE RIVER PORT AUTHORITY

Supplemental Schedule of Net Position Information for Bond and Project Funds

December 31, 2022

(amounts expressed in thousands)

	Bond Reserve Fund	Bond Service Fund	1999 Project Fund	1999 Port District Project Fund	Total Combined Funds
Assets					
Current Assets					
Restricted assets					
Cash and cash equivalents			\$ 60	\$ 473	\$ 533
Investments	\$ 88,008	\$ 84,385			172,393
Accrued interest receivable	290	262			552
Total current assets	<u>88,298</u>	<u>84,647</u>	<u>60</u>	<u>473</u>	<u>173,478</u>
Total assets	<u>88,298</u>	<u>84,647</u>	<u>60</u>	<u>473</u>	<u>173,478</u>
Liabilities					
Current Liabilities					
Liabilities payable from restricted assets					
Accrued interest payable		23,649			23,649
Total current liabilities	<u>-</u>	<u>23,649</u>	<u>-</u>	<u>-</u>	<u>23,649</u>
Total liabilities	<u>-</u>	<u>23,649</u>	<u>-</u>	<u>-</u>	<u>23,649</u>
Net Position					
Restricted for					
Revenue and port district project bonds	84,335				84,335
Revenue and port district bond service		60,998			60,998
Capital and port district projects			60	473	533
Unrestricted	3,963				3,963
Total net position	<u>\$ 88,298</u>	<u>\$ 60,998</u>	<u>\$ 60</u>	<u>\$ 473</u>	<u>\$ 149,829</u>

DELAWARE RIVER PORT AUTHORITY

 Supplemental Schedule of Changes in Net Position Information for Bond and Project Funds
For the Year Ended December 31, 2022

(amounts expressed in thousands)

	Bond Reserve Fund	Bond Service Fund	1999 Project Fund	1999 Port District Project Fund	Total Combined Funds
Net Position, January 1	<u>\$ 124,376</u>	<u>\$ 71,760</u>	<u>\$ 60</u>	<u>\$ 473</u>	<u>\$ 196,669</u>
Revenues and Expenses:					
Investment income	1,619	1,510			3,129
Interest expense		(48,194)			(48,194)
Total revenues and expenses	<u>1,619</u>	<u>(46,684)</u>	<u>-</u>	<u>-</u>	<u>(45,065)</u>
Interfund Transfers and Payments:					
Bond service		123,084			123,084
Funds in excess of bond reserve requirement	(37,697)				(37,697)
Retirement of bonds		(86,515)			(86,515)
Net equity transfers		(647)			(647)
Total interfund transfers and payments	<u>(37,697)</u>	<u>35,922</u>	<u>-</u>	<u>-</u>	<u>(1,775)</u>
Net Position, December 31	<u>\$ 88,298</u>	<u>\$ 60,998</u>	<u>\$ 60</u>	<u>\$ 473</u>	<u>\$ 149,829</u>



STATISTICAL SECTION



SECTION STATISTICAL



Financial Trend Data
Last Ten Fiscal Years
Unaudited

The Authority's net position in 2022 increased by \$106.2 million as operating results improved, despite the on-going but diminished impact of the COVID pandemic. The Authority's net position in 2021 increased by \$79.7 million due to improved operating results, despite the severe impact by the COVID pandemic. Income before capital contributions in 2022 totaled \$95.1 million up from \$72.3 million in the previous year, attributable to an \$11.3 million increase in operating revenue, a \$4.0 million reduction in operating expenses and a \$7.5 million reduction in other nonoperating revenues.

The Authority's net position has improved from \$511.4 million to \$1.1 billion (a \$608.2 million increase) since 2013, fueled largely by growth in toll revenues, operating income and improved reductions in nonoperating expenses. During the period 2013 through 2019, total annual operating revenues grew from \$328.1 million to \$368.2 million. Revenues dropped off in 2020 but recovered in 2021 and 2022. Net additions, or changes, to net position averaged an increase of almost \$100 million annually during the three-year time period prior to 2020. In 2022, this trend has finally started to reemerge, as revenues have partially rebounded in 2021 and 2022.

Please refer to the following schedules for a historical view of the Authority's financial performance.

NET POSITION

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Net investment in capital assets	\$ 931,613	\$ 834,085	\$ 803,307	\$ 722,577	\$ 727,790	\$ 271,323	\$ 235,795	\$ 203,366	\$ 174,762	\$ 213,138
Restricted	163,217	213,917	216,196	219,510	157,143	205,742	209,924	219,485	215,004	159,521
Unrestricted (deficiency)	24,806	(34,626)	(85,779)	(62,681)	(105,094)	267,069	209,522	165,519	198,079	138,730
Total Net Position	\$ 1,119,636	\$ 1,013,376	\$ 933,724	\$ 879,406	\$ 779,839	\$ 744,134	\$ 655,241	\$ 588,370	\$ 587,845	\$ 511,389

CHANGES IN NET POSITION

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Operating Revenues										
Bridges:										
Tolls	\$ 311,132	\$ 302,944	\$ 268,141	\$ 332,231	\$ 335,588	\$ 331,537	\$ 319,778	\$ 307,240	\$ 297,267	\$ 293,863
Other operating revenues	8,728	8,735	8,724	6,729	7,201	5,856	6,675	6,435	7,702	6,451
Total bridge operating revenues	319,860	311,679	276,865	338,960	342,789	337,393	326,453	313,675	304,969	300,314
Transit system:										
Passenger fares	11,414	8,528	9,260	27,127	26,215	26,562	26,073	24,943	24,257	25,908
Other operating revenues	880	650	932	2,044	2,733	1,799	1,943	1,661	1,506	1,699
Total transit system operating revenues	12,294	9,178	10,192	29,171	28,948	28,361	28,016	26,604	25,763	27,607
Port of Philadelphia and Camden:										
RiverLink	-	-	-	-	-	-	27	30	-	-
Total Port of Philadelphia and Camden	-	-	-	-	-	-	27	30	-	-
Other:										
Miscellaneous	209	217	148	73	170	226	216	985	150	203
Total operating revenues	332,363	321,074	287,205	368,204	371,907	365,980	354,712	341,294	330,882	328,124
Operating Expenses										
Operations	90,353	94,141	97,410	103,195	98,391	96,310	93,443	89,213	100,596	97,436
Community impact	500	500	500	500	500	3,791	3,790	3,781	3,745	3,688
General and administration	51,153	54,402	67,636	67,932	68,756	60,142	66,964	56,309	41,347	38,932
Port of Philadelphia and Camden	-	-	-	-	-	-	-	49	189	62
Depreciation	75,735	72,763	74,791	78,365	71,816	61,270	58,933	57,614	57,425	54,801
Total operating expenses	217,741	221,806	240,337	249,992	239,463	221,513	223,130	206,966	203,302	194,919
Operating Income	114,622	99,268	46,868	118,212	132,444	144,467	131,582	134,328	127,580	133,205
Nonoperating Revenues (Expenses)										
Investment income (net of change in fair value of derivative instruments)	2,197	1,573	10,732	17,331	25,020	9,128	7,944	7,834	8,479	4,628
Lease Interest Income	299	-	-	-	-	-	-	-	-	-
Interest expense	(44,630)	(54,584)	(58,377)	(61,671)	(66,736)	(72,556)	(74,419)	(75,792)	(78,377)	(58,784)
Amortization expense	-	-	-	(61)	(97)	(100)	(100)	(100)	(100)	(100)
Economic development activities	(36)	(28)	(104)	(95)	(68)	(4,194)	(3,404)	(4,167)	(2,401)	(4,371)
Loss on defeasance of debt	-	-	-	-	(9,266)	-	-	-	-	-
Other	22,556	33,412	33,200	973	1,549	4,591	3,115	5,156	4,844	2,825
Bond issuance costs	-	-	-	-	-	-	-	-	-	(2,516)
Loss on disposal of capital assets	110	(7,354)	7	2,739	-	-	(84)	(1,732)	-	-
Total nonoperating revenues (expenses)	(19,504)	(26,981)	(14,542)	(40,784)	(49,598)	(63,131)	(66,948)	(68,801)	(67,555)	(58,318)
Income (Loss) Before Capital Contributions	95,118	72,287	32,326	77,428	82,846	81,336	64,634	65,527	60,025	74,887
Capital Contributions										
Federal and state capital improvement grants	11,049	7,365	21,992	22,139	26,994	7,557	2,237	36,758	16,431	17,673
Change in Net Position	\$ 106,167	\$ 79,652	\$ 54,318	\$ 99,567	\$ 109,840	\$ 88,893	\$ 66,871	\$ 102,285	\$ 76,456	\$ 92,560

Figures for 2015 through 2022 include the implementation of Governmental Accounting Standards Board Statement No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*.

Figures for 2018 through 2022 include the implementation of Governmental Accounting Standards Board Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

Beginning in 2022, figures include the implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*.

Revenue Capacity Data
Last Ten Fiscal Years
Unaudited

Bridge toll revenues continued to recover from the pandemic years, during 2022, as traffic increased resulting in a \$8.2 million increase in revenues to total \$311.1 million. (Unfortunately, total bridge toll revenues were still \$21 million lower than revenues during pre-COVID 2019. The years ending 2021 and 2020 were tremendously challenging years for the Authority and other tolling agencies, attributable to the impact of the COVID-19 pandemic on both vehicular traffic and revenues. Bridge traffic and revenues precipitously dropped during 2020 with the initial onslaught of the pandemic resulting in a \$64.1 million decrease vs. toll revenues experienced in 2019. 2021 figures, though, reflected a partial recovery of bridge traffic and toll revenues. Toll revenues increased by \$34.8 million vs. 2020 totals, as a result of a 15.7% increase in overall bridge traffic.

Major Revenues: During the period 2013 through 2019, total major annual revenues (consisting primarily of bridge operating revenues, PATCO transit system revenues and investment income) had grown significantly, increasing from \$333.5 million to \$385.5 million, an increase in annual revenues of about \$30.9 million, during the period. Revenue growth in the period from 2013 to 2019 reflected the impact of an increase in bridge toll rates and transit system fares implemented in 2011 and due to the steady annual increases in traffic. Major revenues during 2018 and 2019 were at the highest levels in DRPA history. Unfortunately, in 2020 this positive upward trend reversed itself with the dramatic decreases in overall major revenues attributable to the pandemic. In 2020, major revenues dropped to \$297.8 million, the lowest total in the ten-year timeframe shown. Major Revenues reached \$334.4 million in 2022.

Bridge Traffic: Traffic during 2013 and 2014 averaged at 47.8 million vehicles, during a time of relatively poor economic conditions. Traffic volume trended upwards from 2015 through 2018. In 2018, bridge traffic reached its highest level in DRPA history. Traffic in 2019 was slightly below 2018 volumes, but traffic still averaged 53 million vehicles during the period 2017 thru 2019. DRPA traffic for 2020 totaled 40.3 million vehicles, a decrease of 12.8 million vehicles, or a 24.1% decline, due to the pandemic. Traffic during 2021 approached 90% of 2019 pre-COVID volumes, and increased to 46.6 million vehicles, a 15.7% increase over 2020 totals. Traffic increased by 1.5 million, or by 3.2% in 2022, increasing to 48.1 million vehicles.

PATCO Ridership/Revenues: PATCO ridership reached a 10-year peak in 2019 with 11.1 million passengers and \$27.1 million in net passenger revenues. PATCO suffered severe reductions in its ridership and revenues in 2020, losing 7.2 million riders and \$19.0 million in total revenues. Ridership began to slowly rebound from lows of 10% of 2019 volumes during March and April of 2020 towards 20-25% at the end of the year. Ridership in 2021 showed signs of recovery towards the end of the year, however, total ridership decreased by 266K riders when compared to 2020, a 6.7% decrease. Ridership in 2021 was 33.2% of 2019 activity. In 2021, total PATCO transit system operating revenues (inclusive of fare, parking, advertising, etc.) totaled \$9.2 million, down from \$10.2 million during 2020. Ridership and passenger fare revenue increased by 1.2 million riders and \$2.9 million, respectively in 2022.

For additional historical information on the Authority's bridge traffic, passenger trips, and other revenues, please refer to the schedules that follow.

MAJOR REVENUES BY SOURCE (In Thousands)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Bridge operating revenues	\$ 319,860	\$ 311,679	\$ 276,865	\$ 338,960	\$ 342,789	\$ 337,393	\$ 326,453	\$ 313,675	\$ 304,969	\$ 300,314
PATCO transit system operating revenues	12,294	9,178	10,192	29,171	28,948	28,361	28,016	26,604	25,763	27,607
Port of Philadelphia and Camden							27	30		
Investment income	2,197	1,573	10,732	17,331	25,014	9,013	7,720	7,450	6,909	5,581
Total revenues	\$ 334,351	\$ 322,430	\$ 297,789	\$ 385,462	\$ 396,751	\$ 374,767	\$ 362,216	\$ 347,759	\$ 337,641	\$ 333,502

On December 1, 2015, the Authority reinstated the E-ZPass frequent bridge traveler credit program. This program reduced annual toll revenues by approximately \$1.8 million annually in 2016 through 2019, approximately \$1.1 million during 2020 and 2021 and approximately \$1.2 million during 2022 due to reduced commuter eligibility for the credit.

TOLL REVENUE BY BRIDGE (In Thousands)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Walt Whitman Bridge	\$ 125,209	\$ 113,998	\$ 98,209	\$ 125,948	\$ 125,790	\$ 125,001	\$ 124,379	\$ 122,648	\$ 116,256	\$ 111,256
Ben Franklin Bridge	104,346	106,011	88,221	106,816	104,797	103,262	101,860	97,739	97,923	101,094
Betsy Ross Bridge	24,000	27,187	33,588	42,204	45,340	45,700	40,408	34,766	33,408	33,578
Commodore Barry Bridge	57,527	55,695	48,101	57,149	58,543	57,325	55,731	52,087	49,680	47,935
Total toll revenues	311,082	302,891	268,119	332,117	334,470	331,288	322,378	\$ 307,240	\$ 297,267	\$ 293,863
E-ZPass CSC revenue allocation share					(200)	249	(2,600)			
Other toll revenues	50	53	22	114	1,318					
Total	\$ 311,132	\$ 302,944	\$ 268,141	\$ 332,231	\$ 335,588	\$ 331,537	\$ 319,778			

On December 1, 2015, the Authority reinstated the E-ZPass frequent bridge traveler credit program.

On November 16, 2016, the Authority's Board authorized an initial payment of \$2.6 million to the NJ CSC based on a revenue allocation formula, under the new contract, which determined the DRPA's portion of past negative balance E-ZPass customer accounts. In May 2017, the actual invoice payment for this commitment came in at \$2.351 million. Revenues for 2017 were adjusted upward by \$249 thousand to reflect this reduction in the amount due. In 2018, revenues were reduced by \$200 thousand to adjust for the DRPA's E-ZPass CSC Revenue Allocation Share. Other toll revenues were \$1.32 million. Please see Note 15 for additional information.

BRIDGE CASH TOLL RATES

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Class 1 - Motorcycle	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Class 2 - Automobile	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Class 3 - Two axle trucks	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
Class 4 - Three axle trucks	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50
Class 5 - Four axle trucks	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Class 6 - Five axle trucks	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50
Class 7 - Six axle trucks	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
Class 8 - Bus	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Class 9 - Bus	11.25	11.25	11.25	11.25	11.25	11.25	11.25	11.25	11.25	11.25
Class 10 - Senior citizen	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Class 13 - Auto w/trailer (1 axle)	8.75	8.75	8.75	8.75	8.75	8.75	8.75	8.75	8.75	8.75

The toll rates shown above are cash toll rates in effect for the period indicated. On December 1, 2015, the Authority reintroduced the E-ZPass frequent bridge traveler credit program, which pays \$18 in monthly credits to passenger vehicles with a minimum of 18 bridge crossings per month.

Revenue Capacity Data (Continued)
Last Ten Fiscal Years
Unaudited

BRIDGE TRAFFIC BY VEHICLE CLASSIFICATION (In Thousands)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Vehicle classification:										
Automobiles & light trucks	43,553	42,151	36,130	48,482	48,599	48,214	47,225	44,905	43,644	43,732
Trucks	3,584	3,513	3,306	3,335	3,343	3,304	3,137	2,865	2,713	2,571
Buses	131	150	141	227	241	239	236	217	228	231
Senior citizens	850	820	719	1,057	1,083	1,144	1,204	1,215	1,245	1,344
Other	3	3	4	3	4	3	3	3	2	2
Total traffic	<u>48,121</u>	<u>46,637</u>	<u>40,300</u>	<u>53,104</u>	<u>53,270</u>	<u>52,904</u>	<u>51,805</u>	<u>49,205</u>	<u>47,832</u>	<u>47,880</u>

BRIDGE TRAFFIC BY BRIDGE (In Thousands)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Walt Whitman Bridge	19,642	17,840	14,843	20,173	20,063	19,901	19,945	19,634	18,665	18,086
Ben Franklin Bridge	17,804	18,022	14,920	19,076	18,713	18,532	18,367	17,591	17,642	18,292
Betsy Ross Bridge	3,639	4,014	4,917	6,554	6,990	6,983	6,182	5,158	4,923	4,993
Commodore Barry Bridge	7,036	6,761	5,620	7,301	7,504	7,488	7,311	6,822	6,602	6,509
Total traffic	<u>48,121</u>	<u>46,637</u>	<u>40,300</u>	<u>53,104</u>	<u>53,270</u>	<u>52,904</u>	<u>51,805</u>	<u>49,205</u>	<u>47,832</u>	<u>47,880</u>

PATCO TRANSIT SYSTEM OPERATING REVENUES (In Thousands)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Passenger fares	\$ 11,414	\$ 8,528	\$ 9,260	\$ 27,127	\$ 26,215	\$ 26,562	\$ 26,073	\$ 24,943	\$ 24,257	\$ 25,908
Other revenues	880	650	932	2,044	2,733	1,799	1,943	1,661	1,506	1,699
Total operating revenues	<u>\$ 12,294</u>	<u>\$ 9,178</u>	<u>\$ 10,192</u>	<u>\$ 29,171</u>	<u>\$ 28,948</u>	<u>\$ 28,361</u>	<u>\$ 28,016</u>	<u>\$ 26,604</u>	<u>\$ 25,763</u>	<u>\$ 27,607</u>

PATCO PASSENGER FARES

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Lindenwold / Ashland / Woodcrest	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Haddonfield / Westmont / Collingswood	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60
Ferry Avenue	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
New Jersey	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
City Hall / Broadway / Philadelphia	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40

PATCO TRANSIT SYSTEM RIDERSHIP (In Thousands)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Passengers	<u>4,870</u>	<u>3,683</u>	<u>3,949</u>	<u>11,107</u>	<u>10,791</u>	<u>10,839</u>	<u>10,653</u>	<u>10,169</u>	<u>10,007</u>	<u>10,542</u>

Debt Capacity Data
Last Ten Fiscal Years
Unaudited

Debt Service Coverage: In 2022, debt service coverage (DSC) improved to 2.12x (as compared against the 1.89x experienced in 2021) largely attributable to a partial, but significant, recovery in bridge traffic and the attendant toll revenues associated with these traffic numbers. Net revenues available for debt service, increased to \$221.5 million, up from \$208.8 million, or a net increase of \$12.7 million or 6.1%, attributable to higher revenues (up \$7.7 million) coupled with combined lower bridge operating and G&A expenses (down \$9.1 million). Debt service expenses also dropped by \$6.2 million.

DSC recovered during 2021 from a low of 1.50x during 2020, which was significantly impacted by the large reduction in especially toll revenues (down \$64.1 million from 2019). Bridge operating expenses and general and administrative expenses decreased by \$3.3 million, while annual debt service remained flat vs. 2019. DSC dropped from 2.04x in 2019 to 1.50x in 2020.

During the period 2014 to 2017, the DSC was impacted by the increased debt service requirements related to the issuance of \$484 million in fixed rate debt in 2013. DSC increased in 2018, to 2.21x vs. 2017's performance of 2.09x, largely because of higher net revenues available for debt service (the highest level in DRPA history), and a reduction in total debt service (attributable to the 2010D bond defeasance and refunding of all variable rate debt in mid-December 2018).

Funded Debt: Overall debt outstanding has decreased from a high of \$1.65 billion in 2013 to \$1.10 billion in 2022, a decrease of \$558.5 million in funded debt.

For additional information on the Authority's debt service coverage, total outstanding debt, and the ratio of revenue bond debt per customer, please refer to the schedules that follow, including: the DRPA's bridge traffic, PATCO passenger trips, and other revenues.

DEBT SERVICE COVERAGE

	2022	2021	2020	2019	2018	2017	2016 *	2015 *	2014 *	2013 *
Revenues available for Debt Service:										
Bridge operating	\$ 319,860	\$ 311,679	\$ 276,865	\$ 338,960	\$ 342,789	\$ 337,393	\$ 326,453	\$ 313,675	\$ 304,969	\$ 300,314
Interest income	158	637	1,994	397	3,145	561	527	157	152	152
	<u>320,018</u>	<u>312,316</u>	<u>278,859</u>	<u>339,357</u>	<u>345,934</u>	<u>337,954</u>	<u>326,980</u>	<u>313,832</u>	<u>305,121</u>	<u>300,466</u>
Less expenses:										
Bridge operating	45,605	51,381	53,180	57,235	53,550	54,116	50,737	47,885	53,466	53,042
General and administration	42,318	45,655	57,816	57,063	59,939	51,938	59,558	48,378	41,347	38,932
	<u>87,923</u>	<u>97,036</u>	<u>110,996</u>	<u>114,298</u>	<u>113,489</u>	<u>106,054</u>	<u>110,295</u>	<u>96,263</u>	<u>94,813</u>	<u>91,974</u>
Add:										
OPEB Expense (exclusive of PATCO)	(12,566)	(6,569)	1,551	4,386	3,439	3,635	3,843	4,694	4,694	400
Interest income:										
1999, 2008, 2010, 2013, 2018 and 2022 Revenue Bonds	2,006	73	732	2,706	11,549	2,666	2,361	2,342	2,349	2,352
	<u>(10,560)</u>	<u>(6,496)</u>	<u>2,283</u>	<u>7,092</u>	<u>14,988</u>	<u>6,301</u>	<u>6,204</u>	<u>7,036</u>	<u>7,043</u>	<u>2,752</u>
Net revenues available for Debt Service:										
1998 Revenue Bond Indenture	\$ 221,535	\$ 208,784	\$ 170,146	\$ 232,151	\$ 247,433	\$ 238,201	\$ 222,889	\$ 224,605	\$ 217,351	\$ 211,244
Debt Service (Revenue Bonds): **										
Swap payments (net)					\$ 18,430	\$ 24,634	\$ 28,835	\$ 32,351	\$ 34,681	\$ 36,206
2008 Revenue Refunding Bonds					25,517	23,188	20,839	18,648	17,746	15,775
2010 Revenue Bonds					12,997	15,429	15,429	15,429	15,429	15,429
2010 Revenue Refunding Bonds					30,052	27,201	24,288	21,560	20,445	11,805
2013 Revenue Bonds	\$ 12,189	\$ 23,655	\$ 23,655	\$ 23,655	23,655	23,655	23,655	23,655	23,655	854
2018 Revenue Bonds	86,592	87,014	89,639	90,291	1,248					
2022 Revenue Refunding Bonds	5,677									
Total Debt Service	\$ 104,458	\$ 110,669	\$ 113,294	\$ 113,946	\$ 111,899	\$ 114,107	\$ 113,046	\$ 111,643	\$ 111,956	\$ 80,069
Debt Service coverage (times):										
1998 Bond Indenture	<u>2.12</u>	<u>1.89</u>	<u>1.50</u>	<u>2.04</u>	<u>2.21</u>	<u>2.09</u>	<u>1.97</u>	<u>2.01</u>	<u>1.94</u>	<u>2.64</u>

* Debt service for the years 2013 through 2016 have been restated.

** The Authority's variable rate debt (revenue refunding bonds) and swaps were terminated in 2018.

FUNDED DEBT

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Outstanding Revenue Bond related debt	\$ 1,040,373	\$ 1,123,462	\$ 1,192,296	\$ 1,260,928	\$ 1,274,676	\$ 1,298,855	\$ 1,341,686	\$ 1,382,263	\$ 1,420,724	\$ 1,450,720
Outstanding Port District Project Bond debt	55,851	99,812	114,723	129,061	142,796	155,966	168,603	180,735	192,454	203,995
Total outstanding debt	\$ 1,096,224	\$ 1,223,274	\$ 1,307,019	\$ 1,389,989	\$ 1,417,472	\$ 1,454,821	\$ 1,510,289	\$ 1,562,998	\$ 1,613,178	\$ 1,654,715

RATIO OF DEBT PER CUSTOMER (Based on Revenue Bond Debt)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Outstanding Revenue Bond related debt	\$ 1,040,373	\$ 1,123,462	\$ 1,192,296	\$ 1,260,928	\$ 1,274,676	\$ 1,298,855	\$ 1,341,686	\$ 1,382,263	\$ 1,420,724	\$ 1,450,720
Total annual debt service related to Revenue Bonds	\$ 104,458	\$ 110,669	\$ 113,294	\$ 113,946	\$ 111,899	\$ 114,107	\$ 113,046	\$ 111,643	\$ 111,956	\$ 80,069
Total traffic	48,121	46,637	40,300	53,104	53,270	52,904	51,805	49,205	47,832	47,880
Outstanding Revenue Bond debt per customer	\$ 21.62	\$ 24.09	\$ 29.59	\$ 23.74	\$ 23.93	\$ 24.55	\$ 25.90	\$ 28.09	\$ 29.70	\$ 30.30
Outstanding total bond debt per customer	\$ 22.78	\$ 26.23	\$ 32.43	\$ 26.17	\$ 26.61	\$ 27.50	\$ 29.15	\$ 31.77	\$ 33.73	\$ 34.56
Debt service per customer	\$ 2.17	\$ 2.37	\$ 2.81	\$ 2.15	\$ 2.10	\$ 2.16	\$ 2.18	\$ 2.27	\$ 2.34	\$ 1.67

Source: The Authority

Demographic and Economic Data
Last Ten Fiscal Years
Unaudited

The following figures provide four key external factors during the ten years from 2012-2021 that affected the geographic region in which the Authority functions; this region is the Port District, which is comprised of the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania, and the counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem in New Jersey.

Based on the most recent data (2021 is the latest year for which this information is available), population increased in the Pennsylvania counties by 3.50% (Up 141,932 people) since 2012. Population increased by 268,540 in 2021, a 6.84% increase from 2020. The unemployment rate in the Philadelphia counties for the period of 2012 through 2021 reflected a high of 9.43% in 2020 but dropped significantly in 2021 to 6.14%. Six of the top ten employers in the Pennsylvania counties were health care organizations.

Population increased in the New Jersey counties by 4.17% (or by 101,398 people) since 2012. Population increased from 2020 to 2021, by 105,978 people, or by 4.37%. The unemployment rate in the New Jersey counties for the period of 2012 through 2021 reflected a high of 10.43% in 2020, the highest level since 10.82% in 2012. The rate dropped to 6.90% in 2021, as a result of increased employment in the pandemic-influenced economy. Four of the top ten employers were health care organizations and two of the top ten are universities.

Please refer to the schedules below for a historical view of the demographic information and area employers within the Port District.

PENNSYLVANIA PORT DISTRICT

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Population ⁽¹⁾	4,195,425	3,926,885	4,134,898	4,127,734	4,119,268	4,095,710	4,093,516	4,081,572	4,067,265	4,053,493
Total Personal Income ⁽¹⁾	\$ 321,607,306	\$ 305,796,942	\$ 288,181,755	\$ 282,112,667	\$ 270,935,037	\$ 260,561,830	\$ 251,261,143	\$ 241,144,698	\$ 229,839,578	\$ 227,744,849
Per Capita Personal Income ⁽¹⁾	\$ 76,657	\$ 77,873	\$ 69,695	\$ 68,346	\$ 65,773	\$ 63,618	\$ 61,380	\$ 59,081	\$ 56,510	\$ 56,185
Unemployment Rate ⁽²⁾	6.14%	9.43%	4.29%	4.21%	4.78%	5.17%	5.30%	5.98%	7.60%	8.63%

Sources:

⁽¹⁾ United States Dept of Commerce, Bureau of Economic Analysis. BEA Regional Economic Account data was used for each PA Port District county served by the DRPA. Figures here are totals for all counties in the PA Port District.

⁽²⁾ United States Department of Labor, Bureau of Labor Statistics, Local Area Unemployment Statistics

PENNSYLVANIA PORT DISTRICT TOP TEN EMPLOYERS

	# of Employees	% of Employment		# of Employees	% of Employment
1. University of Pennsylvania & Health System	46,554	1.48%	6. Comcast Corporation	15,362	0.49%
2. Thomas Jefferson University & Jefferson Health	42,700	1.36%	7. Vanguard	11,700	0.37%
3. Children's Hospital of Philadelphia	24,945	0.79%	8. Independence Health Group	7,800	0.25%
4. Giant Company	17,850	0.57%	9. Trinity Health Mid Atlantic	6,492	0.21%
5. Temple University Health System	17,752	0.56%	10. Drexel University	6,372	0.20%

List excludes Federal Government Agencies (Federal Reserve Bank, U.S. Mint, U.S. District Court, Internal Revenue Service and U.S. Military), City Departments (Police and Fire Departments, Streets Department, Courts and the Water and Gas Company) and area School Systems (including Board of Education).

Source: Philadelphia Business Journal

NEW JERSEY PORT DISTRICT

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Population	2,530,815	2,424,837	2,419,239	2,417,089	2,428,265	2,425,552	2,426,511	2,429,015	2,427,966	2,429,417
Total Personal Income	\$ 157,042,616	\$ 126,009,403	\$ 133,937,002	\$ 130,016,858	\$ 125,526,033	\$ 120,512,111	\$ 117,756,428	\$ 113,026,005	\$ 109,187,163	\$ 107,985,081
Per Capita Personal Income	\$ 62,052	\$ 51,966	\$ 55,363	\$ 53,791	\$ 51,694	\$ 49,684	\$ 48,529	\$ 46,532	\$ 44,971	\$ 44,449
Unemployment Rate	6.90%	10.43%	4.09%	4.69%	5.29%	5.68%	6.82%	7.99%	9.62%	10.82%

Sources:

⁽¹⁾ United States Dept of Commerce, Bureau of Economic Analysis. BEA Regional Economic Account data was used for each NJ Port District county served by the DRPA. Figures here are totals for all counties in the NJ Port District.

⁽²⁾ United States Department of Labor, Bureau of Labor Statistics, Local Area Unemployment Statistics

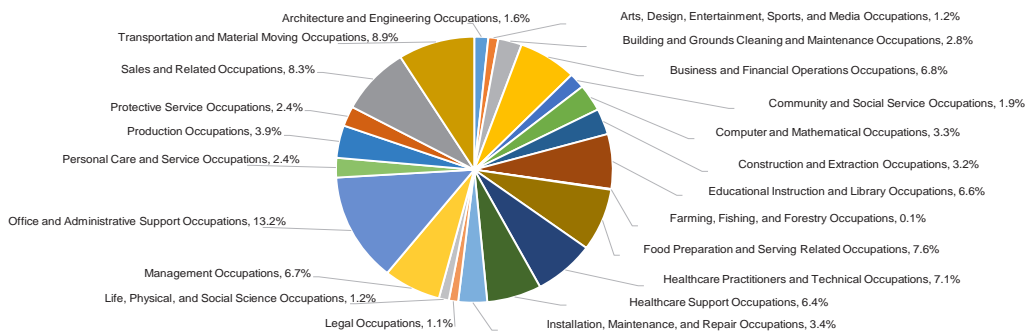
NEW JERSEY PORT DISTRICT TOP TEN EMPLOYERS

	# of Employees	% of Employment		# of Employees	% of Employment
1. Virtua Health	14,000	0.44%	6. Stockton University	1,577	0.05%
2. Cooper University Health Care	8,932	0.28%	7. American Water	1,000	0.03%
3. Inspira Health	6,811	0.22%	8. Rastelli Foods Group	600	0.02%
4. Rowan University	3,964	0.13%	9. Moorestown Visiting Nurse	272	0.01%
5. NFI	2,215	0.07%	10. Friedman LLP	160	0.01%

List excludes Federal Government Agencies (Federal Reserve Bank, U.S. Mint, U.S. District Court, Internal Revenue Service and U.S. Military), City Departments (Police and Fire Departments, Streets Department, Courts and the Water and Gas Company) and area School Systems (including Board of Education).

Source: Philadelphia Business Journal

OCCUPATIONAL EMPLOYMENT BY INDUSTRY: PHILADELPHIA-CAMDEN-WILMINGTON METROPOLITAN STATISTICAL AREA



Source: United States Department of Labor, Bureau of Labor Statistics, Occupational Employment and Wage Statistics (OEWS) Survey, May 2022 OEWS Estimates

Operating Information
Last Ten Fiscal Years
Unaudited

Operating Revenues: Although the COVID pandemic continued to impact the Authority's operations, in early 2022, bridge toll revenues increased to \$311.1 million, a \$8.2 million increase (or 2.7%) over 2021 revenues totaling \$302.9 million. In 2020, bridge toll revenues had dropped to \$268.1 million from the previous year (2019), while total bridge operating revenues were reduced to \$276.9 million, due to the impact of the COVID epidemic.

Overall bridge operating revenues, and more specifically bridge toll revenues, had shown positive year-to-year growth for the ten-year period shown, with the exception of activity during 2020. Beginning in 2013, toll revenues increased sharply relative to prior years, due to the mid-year 2011 toll increase and increases in traffic. In the period 2017-2019, bridge toll and operating revenues exceeded \$330 million. During 2018, bridge toll revenues reached \$335.6 million annually, the highest in DRPA history. These higher revenues were largely attributable to increases in total traffic activity (especially commercial vehicles) during 2018. Total revenues for 2019 still are the second highest total in DRPA history. In 2021, total bridge operating revenues increased by \$34.8 million to \$311.7 million, while total operating revenues increased to \$319.9 million in 2022.

General Expenses: General expenses in 2022 totaled \$186.6 million, a decrease of \$17.0 million from 2021. The decrease was primarily attributable to decreases in salaries/benefits (\$5.9 million reduction), interest (down \$10.0 million) and general administration expenses (down \$3.4 million). In 2021, general expenses totaled \$203.6 million, down \$20.3 million (or 9.06%), from the previous year. The Authority continued in cost-containment mode in response to the on-going pandemic, which included a hiring freeze and delayed filling of open positions. During 2020, due to the Authority's cost-containment strategy, expenses decreased by \$9.4 million to total \$223.9 million, a 4.0% decrease from the previous year. Total general expenses during 2021 were \$29.7 million below expenses incurred in 2019 (\$233.3 million). The reduced expense totals included decreases in DRPA and PATCO operations, interest expense and administrative costs.

Capital Expenditures: In 2022, the Authority's capital expenditures dropped below \$100 million for the first time since 2013, totaling \$89.3 million. Expenditures during 2021 and 2020 approached the \$200 million mark (actual 2021 expenditures totaled \$190.8 million and in 2020, capital expenditures exceeded \$200 million annually for the first time in DRPA history, as seven (7) capital projects exceeded \$10 million in expenditures. Capital expenditures of \$202.6 million, represented a \$84.3 million higher level of expenditures vs. 2019 expenditures of \$118.3 million. Capital expenditures were funded with bond project and General Funds and some federal funding. (Bond project funds were exhausted during 2021).

During 2014 through 2017, capital expenditures averaged around \$130 million a year while expenditures rose to \$168.3 million, during 2018.

Please refer to the schedules that follow for a historical view of the Authority's bridge operating revenues and general expenses during the past ten years.

BRIDGE OPERATING REVENUES

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Toll revenues by vehicle classification:										
Automobiles, light trucks and										
commuters	\$ 217,759	\$ 210,529	\$ 180,724	\$ 241,636	\$ 242,316	\$ 240,079	\$ 234,982	\$ 225,263	\$ 219,197	\$ 219,379
Trucks	89,470	88,403	83,842	85,235	86,609	85,548	81,352	76,389	72,377	68,298
Buses	1,349	1,506	1,414	2,215	2,376	2,383	2,354	2,189	2,278	2,310
Senior citizens	2,125	2,050	1,797	2,641	2,709	2,860	3,010	3,037	3,113	3,360
Other	379	403	342	390	460	418	680	362	302	516
Total toll revenues	311,082	302,891	268,119	332,117	334,470	331,288	322,378	307,240	297,267	293,863
E-ZPass CSC revenue allocation					(200)	249	(2,600)			
Other toll revenues	50	53	22	114	1,318					
Net toll revenues	311,132	302,944	268,141	332,231	335,588	331,537	319,778			
Other bridge operating revenues	8,728	8,735	8,724	6,729	7,201	5,856	6,675	6,435	7,702	6,451
Total bridge operating revenues	\$ 319,860	\$ 311,679	\$ 276,865	\$ 338,960	\$ 342,789	\$ 337,393	\$ 326,453	\$ 313,675	\$ 304,969	\$ 300,314

On December 1, 2015, the Authority reinstated the E-ZPass frequent bridge traveler credit program.

On November 16, 2016, the Authority's Board authorized an initial payment of \$2.6 million to the NJ CSC based on a revenue allocation formula, under the new contract, which determined the DRPA's portion of past negative balance E-ZPass customer accounts. In May 2017, the actual invoice payment for this commitment came in at \$2.351 million. Revenues for 2017 were adjusted upward by \$249 thousand to reflect this reduction in the amount due. In 2018, revenues were reduced by \$200 thousand to adjust for the DRPA's E-ZPass CSC Revenue Allocation Share. Other toll revenues were \$1.32 million. Please see Note 15 for additional information.

GENERAL EXPENSES BY FUNCTION

	2022 *	2021 *	2020 *	2019 *	2018 *	2017 *	2016 *	2015 *	2014	2013
Bridge operations:										
Salaries and employee benefits	\$ 38,982	\$ 44,875	\$ 48,097	\$ 50,560	\$ 46,665	\$ 47,739	\$ 44,836	\$ 39,605	\$ 35,955	\$ 34,184
Equipment and supplies	965	938	868	1,242	984	1,323	991	203	187	209
Maintenance and repairs	2,379	2,075	1,444	2,140	2,511	1,807	1,996	3,408	3,905	3,356
Utilities	1,637	1,548	1,241	1,361	1,329	1,323	1,393	1,597	2,256	1,591
Insurance									3,053	5,719
Other	1,642	1,945	1,530	1,932	2,061	1,924	1,521	3,072	8,110	7,983
Total bridge operations	45,605	51,381	53,180	57,235	53,550	54,116	50,737	47,885	53,466	53,042
PATCO transit system:										
Maintenance of way and power	14,093	12,968	13,970	13,557	13,624	13,153	13,970	12,308	11,469	11,263
Maintenance of equipment	8,063	7,051	7,549	7,696	7,363	6,406	7,402	7,256	6,728	6,547
Purchased power	4,753	4,604	3,735	4,225	4,055	3,908	3,776	4,396	4,712	4,688
Transportation	17,839	18,137	18,976	20,483	19,799	18,727	17,558	17,368	16,070	16,015
General and administration										
General insurance	3,491	1,452	1,540	1,499	1,282	1,774	1,036	1,902	2,564	1,583
Administration	5,344	7,295	8,280	9,370	7,535	6,430	6,370	6,029	5,587	4,298
Total PATCO transit system	53,583	51,507	54,050	56,830	53,658	50,398	50,112	49,259	47,130	44,394
Community impact										
General and administration	500	500	500	500	500	3,791	3,790	3,781	3,745	3,688
Port of Philadelphia and Camden	42,318	45,655	57,816	57,063	59,939	51,938	59,558	48,378	41,347	38,932
Interest								49	189	62
Total expenses	\$ 186,636	\$ 203,627	\$ 223,923	\$ 233,299	\$ 234,383	\$ 232,799	\$ 238,616	\$ 225,144	\$ 224,254	\$ 198,902

* Beginning in the year 2015, insurance expense has been recorded to general and administration expense.

Operating Information (Continued)
Last Ten Fiscal Years
Unaudited

OPERATING STATISTICS (In Thousands)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
DRPA:										
Total traffic	48,121	46,637	40,300	53,104	53,270	52,904	51,805	49,205	47,832	47,880
Non-commercial traffic	44,537	43,124	36,994	49,769	49,927	49,600	48,668	46,340	45,119	45,309
Commercial traffic	3,584	3,513	3,306	3,335	3,343	3,304	3,137	2,865	2,713	2,571
Average daily traffic	132	128	110	145	146	145	142	135	131	131
Average toll per customer	\$ 6.46	\$ 6.49	\$ 6.65	\$ 6.25	\$ 6.28	\$ 6.26	\$ 6.22	\$ 6.24	\$ 6.21	\$ 6.14
E-ZPass traffic	35,027	32,636	28,381	36,157	35,827	34,941	33,569	31,342	30,182	29,635
% of E-ZPass traffic	72.8%	70.0%	70.4%	68.1%	67.3%	66.0%	64.8%	63.7%	63.1%	61.9%
PATCO:										
Total passengers	4,870	3,683	3,949	11,107	10,791	10,839	10,653	10,169	10,007	10,542
Average daily passengers	13	10	11	30	30	30	29	28	27	29
Average fare per passenger	\$ 2.34	\$ 2.32	\$ 2.34	\$ 2.44	\$ 2.43	\$ 2.45	\$ 2.45	\$ 2.45	\$ 2.42	\$ 2.46

Average fare per passenger based on PATCO net passenger fare revenues.

For 2016 through 2022, average toll is calculated on the gross toll revenues. Please see Note 16 for more information.

Source: DRPA E-ZPass Technology & Toll Analysis

FULL-TIME AUTHORITY EMPLOYEES

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
DRPA	527	550	567	576	583	574	558	568	564	572
PATCO	305	304	315	326	313	315	309	306	302	308
Total full-time	<u>832</u>	<u>854</u>	<u>882</u>	<u>902</u>	<u>896</u>	<u>889</u>	<u>867</u>	<u>874</u>	<u>866</u>	<u>880</u>

Source: DRPA Human Resources

CAPITAL EXPENDITURES (In Thousands)

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Bridge and transit system	<u>\$ 89,298</u>	<u>\$ 190,819</u>	<u>\$ 202,592</u>	<u>\$ 118,342</u>	<u>\$ 168,336</u>	<u>\$ 133,218</u>	<u>\$ 124,092</u>	<u>\$ 137,267</u>	<u>\$ 131,992</u>	<u>\$ 87,468</u>

Source: DRPA Accounting

CAPITAL ASSET STATISTICS

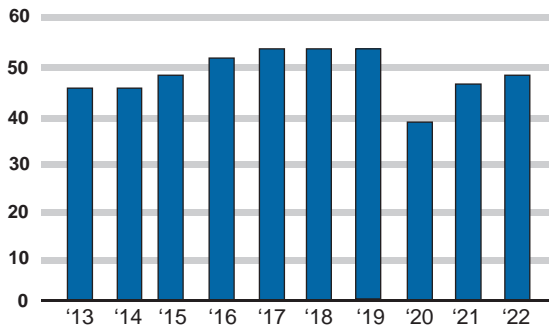
	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Facility - Lane Miles										
<u>Walt Whitman Bridge</u>										
Main Span (lane miles)	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7
Miles per Lane	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Number of Lanes	7	7	7	7	7	7	7	7	7	7
<u>Ben Franklin Bridge</u>										
Main Span (lane miles)	12.67	12.67	12.67	12.67	12.67	12.67	12.67	12.67	12.67	12.67
Miles per Lane	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81
Number of Lanes	7	7	7	7	7	7	7	7	7	7
<u>Betsy Ross Bridge</u>										
Main Span (lane miles)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Miles per Lane	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Number of Lanes	6	6	6	6	6	6	6	6	6	6
<u>Commodore Barry Bridge</u>										
Main Span (lane miles)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Miles per Lane	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
Number of Lanes	5	5	5	5	5	5	5	5	5	5
Track Mileage										
PATCO Transit System	14.9	14.9	14.9	14.9	14.9	14.9	14.9	14.9	14.9	14.9
Number of PATCO NJ Stations	9	9	9	9	9	9	9	9	9	9
Number of PATCO PA Stations	4	4	4	4	4	4	4	4	4	4

Source: DRPA Engineering

Bridge & PATCO Operations

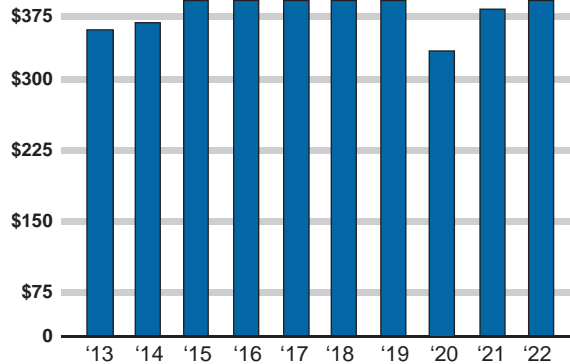
DRPA Bridge Traffic 2013-2022

(in millions of vehicles)



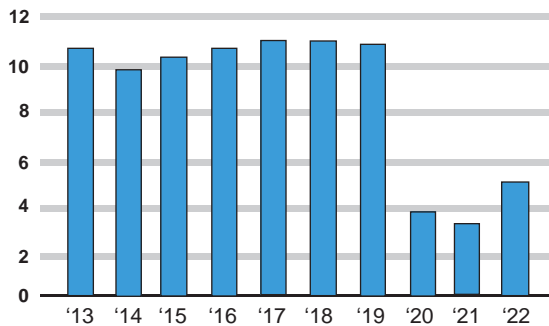
DRPA Bridge Toll Revenues 2013-2022

(in millions of dollars)



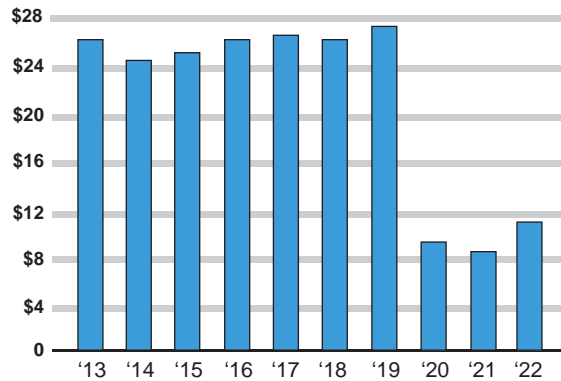
PATCO Passenger Ridership 2013-2022

(in millions of passengers)



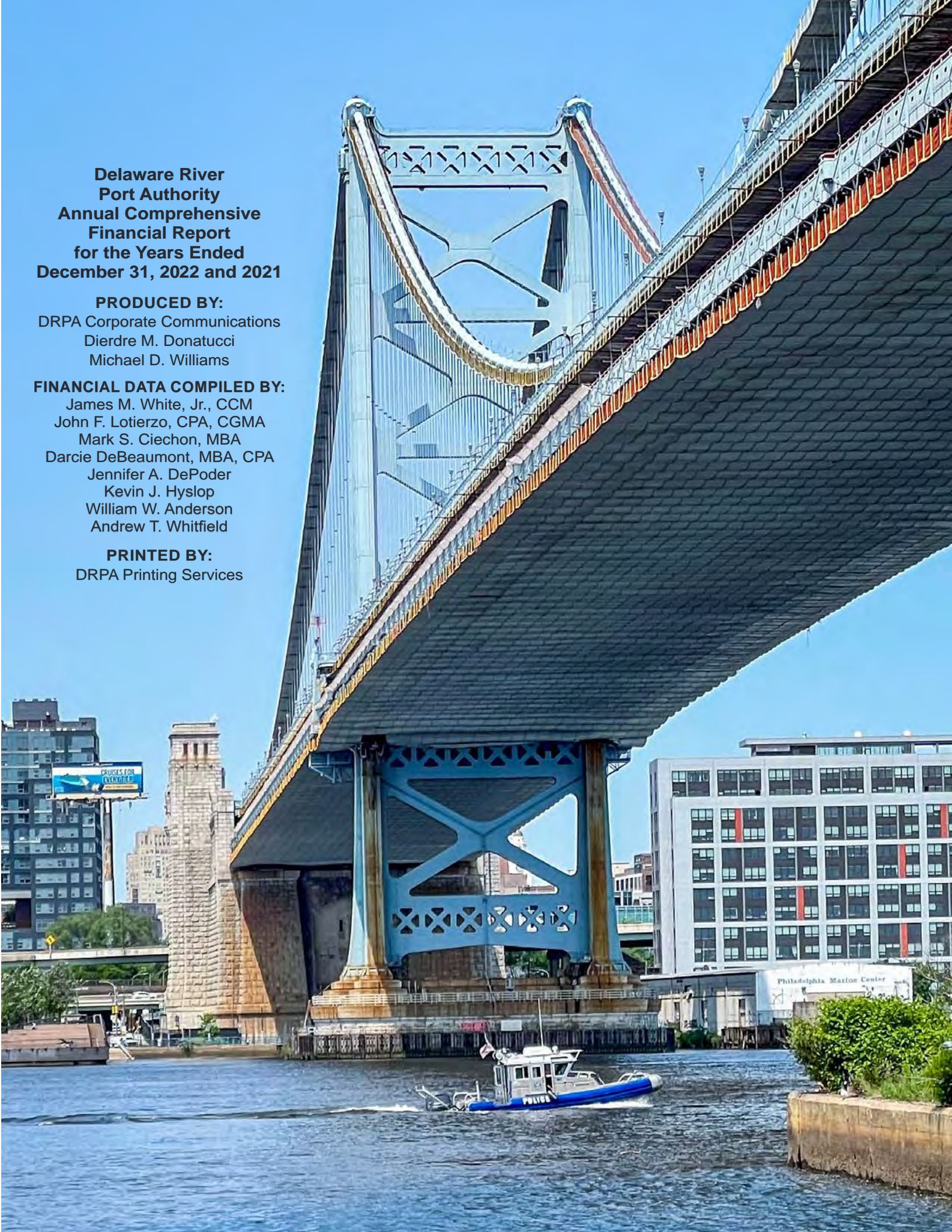
PATCO Passenger Fare Revenues 2013-2022

(in millions of dollars)



Notes:

- On December 1, 2015, the Authority reinstated the E-ZPass frequent bridge traveler credit program.
- During 2020 and 2022, bridge traffic, toll revenues, PATCO ridership and net passenger revenues were significantly impacted for the period from mid-March 2020 through early 2022, as a result of the COVID-19 pandemic.



**Delaware River
Port Authority
Annual Comprehensive
Financial Report
for the Years Ended
December 31, 2022 and 2021**

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**Delaware River Port Authority
New Jersey**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

Christopher P. Morill

Executive Director/CEO

For the thirtieth
consecutive year the
Delaware River Port Authority
was awarded the
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Canada for its 2021 Annual
Comprehensive Financial Report.



**DELAWARE RIVER
PORT AUTHORITY**
OF PENNSYLVANIA & NEW JERSEY

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