2019

Comprehensive Annual Financial Report
For Years Ended December 31, 2019 and 2018.

Delaware River Port Authority
of Pennsylvania & New Jersey

Stewardship.
Service.
Community.

Mission Statement

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.

Vision Statement

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.

DELAWARE RIVER PORT AUTHORITY
OF PENNSYLVANIA & NEW JERSEY

Comprehensive Annual Financial Report
For Years Ended December 31, 2019 and 2018

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Chairman's Letter

Ryan N. Boyer
Chairman, DRPA

July 22, 2020

To Our Customers and Bondholders:

I have had the privilege to serve as Chairman of the Board of Commissioners of the Delaware River Port Authority (DRPA) since my February 2015 appointment by Pennsylvania Governor Tom Wolf. In this role, I am committed to leading the Authority in a way that serves the best interest of the entire region, with a constant emphasis on transparency, financial accountability, operational excellence, and creating public value. I am pleased to serve with a Vice Chair and fellow Commissioners who share that focus.

Through our commitment to stewardship, service and community we strive to deliver safe and efficient transportation services to the greater Philadelphia and South Jersey region. We continue to implement programs and strategies to make the DRPA more open, inclusive and transparent while improving operations and customer service.

During the 2019 calendar year, we achieved many notable accomplishments, including:

- DRPA and Port Authority Transit Corporation (PATCO) operating expenses for 2019 have, for the 18th consecutive year, come in under the combined budget.
- Traffic volume across the Benjamin Franklin, Walt Whitman, Commodore Barry and Betsy Ross bridges was the second highest annual total since 2008.
- The Benjamin Franklin, Betsy Ross, Commodore Barry and Walt Whitman bridges carried more than 106.2 million vehicles.
- PATCO marked 50 years of connecting people through public transit. Net passenger revenue totals were the highest level in PATCO history, and ridership was, the highest level in 25 years.
- The Authority reinforced our commitment to diversity and inclusion for equal opportunity in employment, contracts and procurement.

Moving forward, the Board's priorities are to continue to deliver exceptional financial results, maintain the DRPA's transportation assets in a state of good repair, enhance bridge and transit operations and deliver superior customer service.

Working in collaboration with Vice Chairman Jeffrey Nash and our Board colleagues, along with our Executive Leadership team under the direction of Chief Executive Officer John T. Hanson and the dedicated DRPA and PATCO employees, we are determined to continuously improve our organizational performance to beneficially impact the region.

Sincerely,

Ryan N. Boyer,
Chairman

BOARD OF COMMISSIONERS

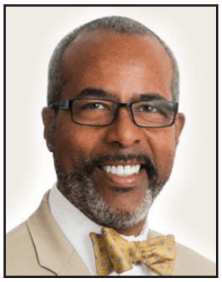
as of December 31, 2019

PENNSYLVANIA

Honorable Tom Wolf
Governor
Commonwealth of Pennsylvania

Ryan N.
BOYER
Chairman
Business Manager
Laborers' District Council for Philadelphia & Vicinity

Hon. Eugene A.
DEPASQUALE
Auditor General
Commonwealth of Pennsylvania



Christopher A.
LEWIS
Attorney
Blank Rome

Joseph S.
MARTZ
Board Chairman & CEO
NHS Human Services

Katie
MCGINTY
Vice President of Global Government Relations
Johnson Controls

Angelina
PERRYMAN
Vice President of Administration
Perryman Building & Construction Services

Donna
POWELL
Donna Powell, LLC
Fiduciary Services

Hon. Joseph M.
TORSELLA
State Treasurer
Commonwealth of Pennsylvania

NEW JERSEY

Honorable
Phil Murphy
Governor
State of New Jersey

Jeffrey L.
NASH
Vice Chairman
Freeholder
Camden County Board
of Chosen Freeholders

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

E. Frank
DIANTONIO
Retired President
Construction &
General Laborers
Union Local 172

Charles
FENTRESS
Retired Police Sergeant
Delaware River
Port Authority

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

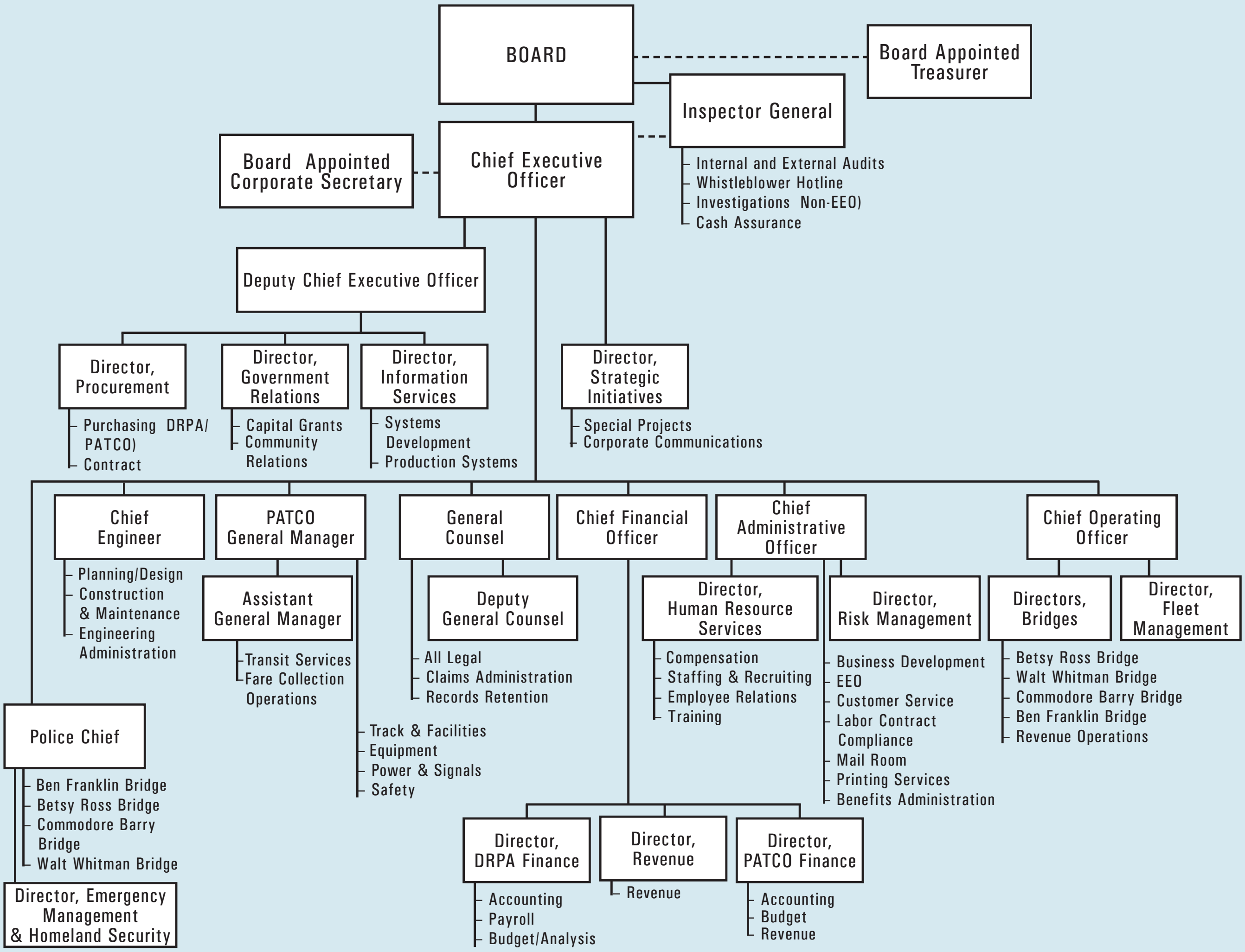
Bruce D.
GARGANIO
Freeholder
Burlington County
Senior Council Representative
for Northeast Regional
Council of Carpenters

Richard
SWEENEY
Financial Secretary,
Business Representative
Ironworkers #399

Ricardo V.
TAYLOR, JR.
School Administrator
Pennsauken Township

Organizational Chart

as of December 31, 2019



Officers & Executive Staff

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

Maria J. Wing
Deputy Chief Executive Officer

Raymond J. Santarelli
General Counsel
& Corporate Secretary

Archer & Greiner
New Jersey Counsel

Duane Morris, LLP
Pennsylvania Counsel

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

Toni P. Brown, Esq.
Chief Administrative Officer

Robert P. Hicks
Chief Operating Officer

Michael P. Venuto
Chief Engineer

John D. Rink
PATCO General Manager

Rohan K. Hepkins
PATCO Assistant
General Manager

David J. Aubrey
Inspector General

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


EXIT 351
PAY TOLL
1 MILE
95
Trenton - Chester
Front St
FIRST EXIT 1 MILE AFTER TOLL

Report of the Chief Executive Officer

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

July 22, 2020

During 2019, the Delaware River Port Authority (DRPA) and Port Authority Transit Corporation (PATCO) achieved significant milestones and made notable progress in addressing the challenges of aging infrastructure, and the increasing demand and need for efficient and reliable public transportation services.

In recent years, the Authority has achieved exceptional financial performance through effective management practices, sound investments, strong expenditure controls and efficient operations. We are particularly proud of our capital infrastructure improvements, strategic financial management programs, ongoing efforts to introduce management efficiencies, and our strategic planning process. Together, with the support of our senior staff and executive leadership teams, the Authority continues to make significant strides towards fulfilling the mission and vision, and our commitment to diversity and inclusion in employment, contracting and procurement remained a key area of focus.

The Authority continues to have an aggressive five-year capital program totaling more than $810 million. DRPA's investment in its 2020 capital plan is unprecedented in terms of the scope of work being undertaken and the cost. Executing this volume of work while minimizing customer disruptions and coordinating with all stakeholders is a challenge. We are committed to sustaining the highest levels of service quality and system safety in operating, maintaining, improving and protecting our transportation assets and infrastructure.

In 2019, annual traffic (one-way) on the DRPA's four bridges totaled 53.1 million vehicles with accompanying revenues exceeding $332 million. This is the second highest revenue level in the Authority's history. PATCO net passenger revenue totals were the highest in PATCO history, at $27.1 million and PATCO ridership totaled 11.1 million riders, the highest level in 25 years. PATCO also celebrated a noteworthy milestone – 50 years since it began operating between South Jersey and Philadelphia in 1969. DRPA and PATCO made significant and substantive advancements in key financial and operational areas. The Authority continues to maintain strong financial discipline and transparency in its operations. The Delaware River Port Authority and PATCO actual unaudited operating expenses for 2019 were, for the 18th consecutive year, under budget.

As of December 31, 2019, DRPA had approximately $537 million in bond project funds and General Funds which could be used to fund its 5-year capital plan.

The Authority continues to implement its 2018-2022 strategic plan that serves as a roadmap for proactively addressing the challenges and opportunities facing the Authority. There is an ever-increasing demand for services, information, tools and technology in an environment where resources are always constrained. The Authority strives to deliver on these demands by identifying innovative solutions to preserving and maintaining our transportation infrastructure in a state of good repair.

We are proud of our 2019 achievements, and we look forward to facing our 2020 challenges with creativity, diligence and a strong sense of commitment to **STEWARDSHIP, SERVICE, AND COMMUNITY.**

Our mission has never been clearer, we are connecting people, services and places safely and efficiently with a focus public value, accountability and sustainability. We are succeeding in moving the Authority closer to realizing our vision of a world-class stewardship organization that consistently meets the highest standards of excellence in delivering its services.

Yours truly,

John T. Hanson

John T. Hanson

Chief Executive Officer, Delaware River Port Authority

President, Port Authority Transit Corporation

July 22, 2020

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

TO THE BOARD OF COMMISSIONERS OF THE DELAWARE RIVER PORT AUTHORITY

The comprehensive annual financial report of the Delaware River Port Authority (“the Authority”) for the year ended December 31, 2019, 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 federal assistance, 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 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, 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 all four bridges and PATCO. This inspection is required by the 1998 Revenue Bond Indenture. Smaller capital projects, primarily projects under $200K, are identified by various operating and administrative departments.

Expenditures are monitored continuously throughout the year by the Finance Division to ensure that each department is in compliance with 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 respective bond trustees by December 31st of each year.

Pursuant to the Indentures, the Authority filed its 2019 operating budgets in late December 2018 with its bond trustees. The 2019 operating and capital budgets became effective on January 1, 2019. The Authority also filed its 2020 operating budgets with its bond trustees in late December 2019, as required by the bond indentures.

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 an annual Finance Action plan by the Authority's Board of Commissioners (which have been implemented during the period of 2012 through 2019).

Sustained traffic growth from 2014 through 2018, has been a major factor impacting the Authority's financial condition. Total vehicular traffic in 2018 was 5.4 million vehicles annually, higher than 2014 traffic numbers, thereby increasing the annual bridge toll revenues to historically high levels during 2018. 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, (just prior to the use of $281.6 million to defease the 2010D bonds in the amount of $308.4 million) in November 2018, 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, significantly reducing exposure to its financial position.

In 2019, traffic trended slightly downwards, decreasing by 0.31%, which resulted in a $3.4 million decrease in toll revenues. However, 2019 was the still the second-highest year for toll revenues despite the dip in traffic. Total traffic and toll revenues dropped largely because of large construction projects on and around two (2) of the Authority's bridges during the year.

DEBT MANAGEMENT

As mentioned previously, in the period of 2012 through 2018, the Authority, and its Board, 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. 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. (During the prior year, the Authority's fixed rate debt accounted for $0.95 billion or roughly 65.3% of its total debt).

2018 Bond Transactions

In mid-2018, the Authority determined that conditions were ideal to pay off its 2010D bonds (in the amount of $308.4 million) and to also issue $700.5 million in new fixed-rate bonds (Series A, B, and C) in order to accomplish three key strategies:

1. creation of a $290 million bond project fund to partially fund its 2019, and subsequent, 5-year Capital Plans;
2. full redemption of $460.2 million in existing variable rate bonds (Series 2008 A and B and 2010 A, B and C);
3. cash-settlement and termination of two active swaptions, with notional value of $460 million, for $63.8 million.

The Authority has reduced its debt service through 2040 by approximately $63 million, as a result of the aforementioned transactions.

As mentioned in the previous section, in mid-December 2018, the Authority issued new fixed-rate bond debt in the amount of $700.5 million. The 2018 Series B and C bonds, in the amounts of $404.1 million and $22.97 million, respectively, were issued to fully redeem all of its variable rate debt and to terminate the swaptions supporting this debt. As a result, the two remaining LOCs, and the four (4) direct purchase loans, were also terminated.

Total Debt

The Authority did not enter into any new bond transactions during 2019. At December 31, 2019, the total debt outstanding was $1.39 billion, all of which is fixed rate debt.

As mentioned, previously, 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 six (6) years, the Authority's total debt which exceeded $1.65 billion at year-end 2013, has been reduced by $265 million. The Authority's total bond debt decreased by $27.5 million in 2019 to total $1.39 billion at year-end. (An additional $68.3 million was paid down in January 2020). (Please see Note 12 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.

In mid-2018, the Authority determined that there was an opportunity to issue bonds to reduce or totally eliminate its variable rate exposure and the accompanying letters of credit and swaps associated with the 2008 and 2010 Revenue Refunding bonds. With the issuance of the 2018 Revenue and Revenue 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.

As of December 31, 2019, the Authority had no outstanding swaptions, as all four (4) active and inactive swaptions were terminated in December 2018.

Bond Ratings

One of the key strategic goals of the Authority, in the past decade, has been to maintain or 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 to support recent upward movements of the Authority's ratings, as shown below:

1. In October 2017, Moody's Investors Service upgraded all of the Authority's long term bond debt, increasing the ratings on the revenue bonds from "A3" to "A2," while also raising the port district bonds ratings from "Baa3" to "Baa2", all with a "stable outlook." These ratings upgrades by Moody's were the first increases in the Authority's bond debt ratings in over a decade. Moody's cited the "continued positive traffic momentum," a "manageable" capital program requiring no debt financing and solid liquidity reserves, as factors in the ratings upgrades.

2. In November 2018, prior to the issuance of the 2018 Revenue and Refunding Bonds, both S&P and Moody's noted the Authority's strong operational performance, upward trend in total annual traffic and the "expected elimination of all of the Authority variable rate debt and swap exposures" in their evaluation of the Authority's debt.

S&P, as it did in 2013, upgraded all of the Authority's outstanding bond debt,
raising the underlying rating on the revenue bonds to "A+" from "A" and also its ratings on the port district project bonds to "A" from "'A-", with a stable outlook.

Moody's affirmed the ratings on the Authority's revenue and port project bonds at '"A2" and "Baa2," respectively, while changing the ratings outlook from "stable" to "positive".

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

(Please refer for additional information on ratings actions in early 2020 in Note 20, Subsequent Events).

LOCAL ECONOMY

From the latest data available (through 2018), it appears that population growth has increased by 0.21% in the Pennsylvania counties and decreased by 0.46% in the New Jersey counties within the Port District versus 2017 totals.

Employment growth has improved slightly in the Pennsylvania Port counties. In Pennsylvania counties, the unemployment rate decreased from 4.78% in 2017 to 4.21% in 2018. The 2018 overall rate of 4.21% is down from a high of 8.63% in 2012.

Employment growth has shown continual improvement since 2012, when unemployment peaked at 10.82% During 2018, the unemployment rate, in the New Jersey counties, dropped to 4.69% from the previous year total of 5.29%. The 2018 overall rate of 4.69% is down from a high of 10.82% in 2012.

Additional information can be found in the Statistical Section of this report.

LONG-TERM FINANCIAL PLANNING

An important component of the Authority's long-term financial plan is ensuring that it has sufficient revenue 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 revenue and expense estimates, debt service coverage and capacity, etc.) in order to determine the annual cash flow required to create sufficient bonding capacity to finance its five-year capital plan. Results from a traffic engineering study, completed in November 2018 (which contained projections for a ten-year period), were incorporated into this model for use in developing required forecasts necessary for the 2018 bond issuances. 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.

The 2019 Capital Plan, developed, during the year 2018, and approved by the Board of Commissioners in November 2018, outlined numerous bridge, transit system, security and technology project expenditures approaching $787.4 million (net of federal funding), for the five-year period commencing in 2019. The 2019 fiscal year budget for capital expenditures totaled $178.7 million, net of federal funding.

In December 2019, the Authority's Board approved its 2020 Capital Budget in the amount of $200.1 million and a total 5-year capital plan with projected expenditures of $810.3 million, up almost $27 million from the total 2018 plan. The Authority will use both its General Fund reserves and bond project funds (resulting from the 2018 bond issuance) to fund these capital expenditures going forward. At year-end, roughly $536.8 million in combined funds is available to fund a large portion of this 2020 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.

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 $1.79 million during fiscal year 2019 related to this program, however this reduction in revenues was offset by an initiative established in 2016 ("delayed transaction processing"), which enabled the Authority to capture approximately $2.3 million in additional toll revenues in 2019.

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

IMPACT OF COVID 19

Many industries have been impacted since March 2020 due to the expansion of the COVID-19 virus throughout the country and specifically in the region. At this writing, the Authority's bridge toll revenues and PATCO passenger fare revenues have been severely impacted. Fortunately, in the weeks leading up to publishing this report, daily and monthly volumes, especially for bridge tolls, have rebounded. Please refer to Note 20, Subsequent Events, for more information on the impact of the pandemic thus far in 2020.

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 comprehensive annual financial report for the fiscal year ended December 31, 2018. This was the twenty-seventh 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 comprehensive annual 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 comprehensive annual 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 Government & Corporate Communications Department and Printing Services. I would especially like to express my appreciation to the members of these departments who contributed in the preparation of this report. Special thanks must also be given to the Chairman, Vice-Chairman, Chief Executive Officer, Deputy 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. Special thanks also goes to DRPA's David Aubrey, Inspector General, for his leadership in facilitating the annual financial audit.

Respectfully submitted,

James M. White, Jr.

Chief Financial Officer/Treasurer

Financial Section

Financial Section

BOWMAN & COMPANY LLP
CERTIFIED PUBLIC ACCOUNTANTS & CONSULTANTS

INDEPENDENT AUDITOR'S REPORT

To the Board of Commissioners
Delaware River Port Authority

Report on the Financial Statements

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, 2019 and 2018, 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, 2019 and 2018, 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.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting principles used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

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, 2019 and 2018, 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.

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Emphasis of Matter

Subsequent Events

As discussed in note 20 to the combined financial statements, management of the Authority has evaluated the impact of the economic uncertainties caused by the COVID-19 coronavirus on its financial position subsequent to December 31, 2019. Our opinion is not modified with respect to this matter.

Other Matters

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.

Other Information

Our audit was conducted for the purpose of forming opinions on the combined financial statements that collectively comprise the Delaware River Port Authority and subsidiary's basic financial statements. The accompanying supplemental schedules, as listed in the table of contents, and the introductory and statistical sections are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying supplemental schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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.

The introductory section and statistical section, as listed in the table of contents, have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Respectfully submitted,

BOWMAN & COMPANY LLP

BOWMAN & COMPANY LLP
Certified Public Accountants
& Consultants

Voorhees, New Jersey
July 22, 2020

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, 2019 and 2018. 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 HIGHLIGHTS

- Total operating revenues were $368.2 million in 2019, the second highest level in DRPA history. 2019 revenues decreased $3.7 million or 1.0% vs. 2018 revenues. The decrease was primarily related to a $3.4 million net decrease in bridge toll revenues. Toll revenues reached the second highest level in history, despite the decrease.
- The $3.4 million net decrease in toll revenues (down 1.0%) during the year, was attributable to slightly lower automobile and commercial vehicle volume. The average toll, based on total vehicle volume, decreased from $6.28 in 2018 to $6.25 in 2019.
- Bridge traffic decreased, for the first time in five (5) years, but still exceeded 53.1 million vehicles, the second highest total in the past decade. Traffic was down by 166 thousand vehicles, a 0.3% decrease against 2018 totals. Non-commercial traffic decreased by 158 thousand vehicles, while commercial vehicle traffic showed a miniscule decrease. Traffic volume on the bridges dropped despite a continued improvement in general economic conditions in the region and minimal inclement weather during the year.
- 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 $27.7 million in 2019 vs. $24.7 million in 2018. The operating loss increased by $2.9 million from 2018 to 2019, an increase of 11.9%.
- PATCO net passenger fare revenues increased by $912 thousand (or by 3.5%) to $27.1 million from $26.2 million in 2018. This increase was primarily resultant from the impact of increased PATCO ridership of 316 thousand passengers (up 2.9%), or a year-to year annual ridership increase from 10.8 million riders in 2018 to 11.1 million in 2019. Total PATCO revenues (inclusive of parking, advertising and other revenues) were up $0.2 million overall vs. 2018 totals.
- PATCO ridership, of 11.1 million passengers, was the highest level in the past twenty-five (25) years.
- Total "non-restricted" investments, specifically the General Fund investments, increased by $54.1 million to $248.4 million, an increase of 23.1%. This increase primarily was related to strong internal cash flows, especially related to the bridge toll revenues and investment income.
- Restricted investments, including the monies held in the 2018 revenue bond project fund, increased by $38.2 million to $495.8 million, up from a total of $457.7 million in 2018. At year-end, the bond project fund (used for funding large capital projects) totaled $248.2 million, a decrease of $41.8 million from 2018's year-end total of $290.2 million.
- Total operational expenses increased to $250.0 million, up $10.5 million, or by 4.4%, vs. 2018 expenses totaling $239.5 million. This increase is primarily attributable to a $6.5 million increase in depreciation, coupled with increases in bridge and PATCO operating expenses totaling $4.8 million.
- Total debt outstanding decreased by $27.5 million to total $1.39 billion at year-end, down slightly from the 2018 total of $1.42 billion. As of year-end 2018 and 2019, all of the Authority's debt was fixed-rate debt. (Prior to year-end 2018, variable rate debt accounted for approx. 34% of the Authority's total debt).
- Capital expenditures totaled $118.3 million in 2019 vs. $168.3 million in 2018, a decrease of $50.0 million (or 29.7%). (The 2018 total was the highest in DRPA history). Much of the reduction is due to a $41 million reduction in capital expenditures related to the PATCO Car Rehab project, which was nearing completion in 2019.
- The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows of resources at the close of 2019 resulting in a net position of $879.4 million, an increase of $99.6 million from 2018. Net income before capital contributions decreased to $77.4 million from $82.8 million (a year-to-year decrease of $5.4 million), while capital contributions decreased by $4.9 million, or by 18.0%.
- Debt service coverage for revenue bond debt (as calculated based on the 1998 Bond Indenture) decreased to 2.04x from 2.21x in 2018, as net revenues available for debt service of $232.2 million decreased by $15.2 million or 6.2%. This resulted primarily from reduced toll revenues and interest income and an increase in total debt service of $2.0 million.

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

	2019	2018	(Restated) 2017
Current and other assets	$ 854,312	$ 778,309	$ 888,271
Capital assets	1,699,278	1,659,336	1,562,816
Total assets	2,553,590	2,437,645	2,451,087
Deferred outflows of resources	107,498	88,049	112,346
Long-term liabilities outstanding	1,604,109	1,638,636	1,656,608
Other liabilities	169,892	93,674	145,377
Total liabilities	1,774,001	1,732,310	1,801,985
Deferred inflows of resources	7,681	13,545	17,314
Net position:			
Net investment in capital assets	722,577	727,790	271,323
Restricted	219,510	157,143	205,742
Unrestricted	(62,681)	(105,094)	267,069
Total net position	$ 879,406	$ 779,839	$ 744,134

The Authority's net position in 2019 increased by $99.6 million largely due to income before contributions of $77.4 million and capital contributions of $22.1 million. (Unlike 2018, there were no debt defeasance costs or termination of the swaps and companion instrument liabilities in the amount of $9.3 million in 2019). Capital contributions in 2019 totaled $22.1 million vs. $27.0 million for 2018.

The net position in 2018 was adjusted by $74.1 million due to a change in accounting rules related to "Other Post-Employment Benefits" (OPEB), wherein the entire OPEB liability ($82.5 million) now resides on the balance sheet. The net position for 2018 increased by $35.7 million after this adjustment.

Summary of Changes in Net Position

	2019	2018	2017
Operating revenues:			
Bridge tolls	$ 332,231	$ 335,588	$ 331,537
PATCO passenger fares	27,127	26,215	26,562
Other	8,846	10,104	7,881
Total operating revenues	368,204	371,907	365,980
Operating expenses	(171,627)	(167,646)	(160,243)
Excess before depreciation and other non-operating income and expenses	196,577	204,261	205,737
Depreciation	(78,365)	(71,816)	(61,270)
Operating income	118,212	132,444	144,467
Non-operating revenues:			
Investment income, net of change in fair value of derivative instruments	17,331	25,020	9,128
Other	2,271	3,022	4,820
Total non-operating revenues	19,602	28,042	13,948
Non-operating expenses:			
Interest expense	(61,671)	(66,736)	(72,556)
Amortization expense	(61)	(97)	(100)
Economic development activities	(95)	(68)	(4,194)
Loss on defeasance of debt	-	(9,266)	-
Gain on disposal of capital assets	2,739	-	-
Other	(1,298)	(1,473)	(229)
Total non-operating expenses	(60,386)	(77,640)	(77,079)
Income before capital contributions	77,428	82,846	81,336
Capital contributions	22,139	26,994	7,557
Change in net position	99,567	109,840	88,893
Net Position, January 1	779,839	744,134	655,241
Cumulative effect of change in accounting principles	-	(74,135)	-
Net Position, January 1 (Restated)	779,839	669,999	655,241
Net Position, December 31	$ 879,406	$ 779,839	$ 744,134

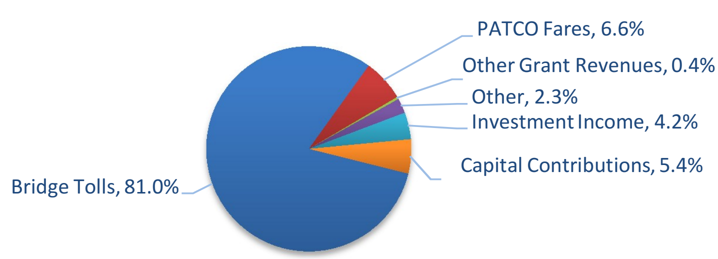
REVENUE SUMMARY

Summary of revenues for the year ended December 31, 2019 and the amount and percentage change in relation to prior year amounts is as follows:

	2019 Amount	2018 Amount	Percent of Total	Increase/ (Decrease) From 2018	Percent Increase/ (Decrease)
Operating					
Bridge tolls	$ 332,231	$ 335,588	81.0%	$ (3,357)	-1.0%
PATCO passenger fares	27,127	26,215	6.6%	912	3.5%
Other	8,846	10,104	2.2%	(1,258)	-12.5%
Total operating	368,204	371,907	89.8%	(3,702)	-1.0%
Non-operating					
Investment income	17,331	25,014	4.2%	(7,683)	-30.7%
Other	782	1,470	0.2%	(688)	-46.8%
Other grant revenues	1,489	1,552	0.4%	(63)	-4.1%
Capital contributions	22,139	26,994	5.4%	(4,855)	-18.0%
Total revenues (before change in fair value)	409,945	426,937	100.0%	(16,992)	-4.0%
Change in fair value of derivatives	-	6	-	(6)	-100.0%
Total revenues	$ 409,945	$ 426,942	-	$ (16,997)	-4.0%

- Total revenues in 2019 dropped, from a high of $426.9 million in 2018, to $409.9 million. The decrease was $17.0 million or a 4.0% drop. DRPA experienced near historic highs in toll revenues of $332.2 million in 2019, however, toll revenues dropped by $3.4 million vs. 2018's high. PATCO experienced an increase in net passenger revenues to $27.1 million, from its previous 2018 high, resultant from higher ridership (316 thousand passenger increase).
- Net bridge toll revenues decreased by $3.4 million, or by 1.0% during 2019. (Bridge tolls accounted for 90.2% of total operating revenues in 2019, which was similar to the percentage in 2018.)
- In 2019, bridge traffic totaled 53.1 million vehicles, or a decrease from 2018 totals (53.3 million). Traffic decreased by 0.3%, or by 166 thousand vehicles, attributable in large part to construction projects which impacted traffic on the Commodore Barry and Betsy Ross bridges. Almost all of the decrease was related to a reduction in non-commercial traffic (passenger vehicles), whereas commercial vehicle volume was flat. The year-to-year average toll rate decreased from $6.28 to $6.25.
- PATCO net passenger fare revenues increased by 3.5%, to $27.1 million in 2019 versus $26.2 million in 2018, primarily resultant from the improvement in PATCO ridership of 316 thousand (up 2.9%).
- Investment income dropped by $7.7 million, but actually increased slightly vs. 2018 figures, before inclusion of an extraordinary item. The 2018 figures reflected a $7.9 million cash settlement of a forward delivery agreement, which pushed 2018 interest income figures to $25.0 million.

REVENUES BY SOURCE

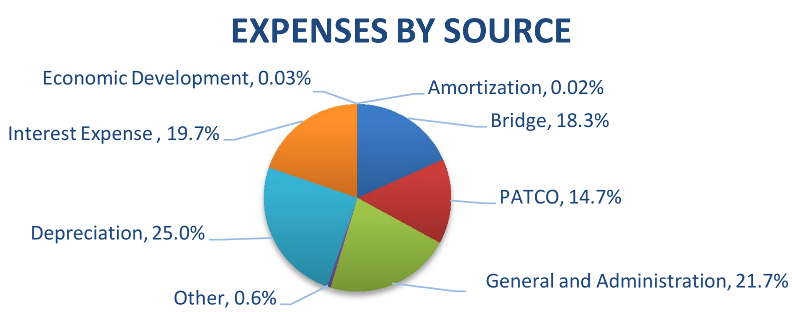


EXPENSE SUMMARY

A summary of expenses for the year ended December 31, 2019 and the amount and percentage change in relation to prior year amounts is as follows:

	2019 Amount	2018 Amount	Percent of Total	Increase/ (Decrease) From 2018	Percent Increase/ (Decrease)
Operating:					
Bridge	$ 57,235	$ 53,550	18.3%	$ 3,685	6.9%
PATCO	45,960	44,841	14.7%	1,119	2.5%
General and administration	67,932	68,756	21.7%	(823)	-1.2%
Other	500	500	0.2%	-	0.0%
Depreciation	78,365	71,816	25.0%	6,549	9.1%
Total operating	249,992	239,463	79.8%	10,528	4.4%
Non-operating:					
Interest expense	61,671	66,736	19.7%	(5,066)	-7.6%
Amortization	61	97	0.0%	(36)	-37.4%
Loss on defeasance of debt	-	9,266	0.0%	(9,266)	100.0%
Other	1,298	1,473	0.4%	(175)	-11.9%
Economic development	95	68	0.0%	27	39.9%
Total non-openating	63,125	77,640	20.2%	(14,515)	-18.7%
Total expenses	$ 313,117	$ 317,103	100.0%	$ (3,986)	-1.3%

- Total operating expenses increased by $10.5 million (or by 4.4%) to $250.0 million, attributable primarily to increases in bridge operational and depreciation expenses. The increase in depreciation expense accounted for 62.2% of the increase in total operating expenses.
- Bridge operating expenses increased by $3.7 million (or by 6.9%) versus 2018 figures.
- General administration expenses showed a slight decrease of $823 thousand, a 1.2% drop. Note that the 2018 totals included costs related to the biennial inspection ($3.1 million) and bond costs of issuance ($3.6 million).
- PATCO operational expenses increased by $1.1 million (or by 2.5%), due to higher employee service expense (primarily pension), overtime and higher direct material costs.
- Total non-operating expenses also decreased significantly vs. 2018 by $14.5 million, a direct result of reductions in interest expense and there being no defeasement expenses in 2019. (Defeasance costs impacted 2018 expenses by $9.3 million)
- Interest expense decreased by $5.1 million, which was primarily related to the annual reduction in debt outstanding.
- Total expenses totaled $313.1 million, reflecting a year-to-year decrease of $4.0 million (or down 1.3%), largely attributable to the aforementioned decreases in interest and defeasance loss expenses.



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.

	2019	2018	2017
Cash flows from operating activities	$ 210,019	$ 194,095	$ 204,876
Cash flows from non-capital financing activities	1,755	2,011	(3,357)
Cash flows from capital and related financing activities	(145,129)	(321,341)	(254,340)
Cash flows from investing activities	(76,647)	124,211	47,926
Net increase (decrease) in cash and cash equivalents	(10,002)	(1,024)	(4,895)
Cash and cash equivalents, beginning	37,701	38,725	43,620
Cash and cash equivalents, ending	$ 27,699	$ 37,701	$ 38,725

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets. The Authority's investment in capital assets for its activities through December 31, 2019 amounted to $1.7 billion (net of accumulated depreciation), an increase of $39.9 million over the previous year. 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 2.4%.

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

- Car rehabilitation design expenditures in the amount of $10.0 million (2018 total was $51.9 million)
- Deleading/Repainting Phase 3 on the Walt Whitman Bridge expenditures of $3.8 million
- Deleading/Repainting on the Commodore Barry Bridge expenditures of $13.4 million
- Elevator installation expenditures of $8.2 million
- Lindenwold Yard Track Rehabilitation Project expenditures of $21.1 million
- SAP Enterprise Resource Planning System $15.3 million.

Delaware River Port Authority's Capital Assets

(Net of Depreciation)

	2019	2018	2017
Land	$ 74,059	$ 74,076	$ 74,076
Construction in progress	$ 519,295	418,117	576,699
Bridges and related buildings and equipment	$ 667,342	714,463	544,578
Transit property and equipment	$ 437,746	451,590	366,091
Port enhancements	836	1,090	1,372
Total	$ 1,699,278	$ 1,659,336	$ 1,562,816

Additional information on the Authority's capital assets can be found in Note 7, page 56 of this report.

Long-term Debt. The Authority's long-term debt structure changed dramatically as a result of several large transactions executed in 2018: 1) the 2010 D revenue bonds were defeased ($308.4 million outstanding), 2) $700.5 million in fixed rate debt was issued in December. Proceeds of these bond issuances were used to establish a new bond project fund for capital projects ($290 million) and for the redemption and/or termination of all active swaptions, all variable rate debt (2008 and 2010 revenue refunding bonds) and all associated LOC, and LIBOR-indexed bank purchase loans associated with this variable rate debt.

In 2019, the Authority's total bond debt decreased to $1.39 billion (shown below by issue), down from $1.42 billion at the prior year-end, a decrease of $27.5 million. Of this amount, $1.26 billion (or 91.2% of total debt) represents revenue bond debt, which is backed by toll revenues from the Authority's bridges. The remaining debt of $123 million represents subordinated obligations of the Authority. At year-end 2018 and 2019, the Authority had no remaining variable rate debt outstanding.

Total bond debt decreased during 2018 by $37.5 million, which reflects the annual amortizing debt payments and reduced debt due to the bond defeasance and debt restructuring transactions. Variable rate debt of $505 million represented 34.70% of the total debt at year-end 2017.

Delaware River Port Authority's Outstanding Debt

(Revenue, Revenue Refunding, Port District Project and Port District Project Refunding Bonds)

	2019	2018	2017
1999 Port District Project Bonds	$ 6,330	$ 11,250	$ 15,820
2008 Revenue Refunding Bonds	-	-	232,015
2010 Revenue Refunding Bonds	-	-	272,795
2010 Revenue Bonds	-	-	307,956
2012 Port District Project Refunding Bonds	122,731	131,546	140,146
2013 Revenue Bonds	484,956	485,523	486,089
2018 Revenue Bonds	775,972	789,153	-
Total (net of amortizing premium and discount)	$ 1,389,989	$ 1,417,472	$ 1,454,821

Additional information on the Authority's outstanding debt can be found in the Letter of Transmittal on page 21 and in Note 12 which begins on page 74 of this report.

Bond Ratings

As also cited in the Letter of Transmittal, the Authority has experienced important positive changes to its bond ratings during the past few years.

- In April 2016, S&P upgraded the Authority's subordinated debt (the port district project bonds) from "BBB" to "A-".
- In October 2017, Moody's upgraded all of the Authority's bond debt. The Authority's underlying revenue bond ratings increased to "A2" from "A3" and the port district project bonds moved to "Baa2" from "Baa3", all with a "stable outlook". **This was the first upgrade of the Authority's bond ratings by Moody's in more than a decade.** Moody's cited the "continued positive traffic momentum", a "manageable" capital program requiring no debt financing and solid liquidity reserves, as factors in the ratings upgrades.
- In November 2018, just prior to the issuance of new revenue and revenue refunding bonds, S&P upgraded **all** of the Authority's bond debt, increasing the revenue bond ratings from "'A" to "'A+", and increasing the port district project bonds from 'A-" to 'A', all with a "stable outlook." Moody's reaffirmed the Authority's existing ratings, but raised the "outlook" on all revenue, refunding and port district project bonds from "stable" to "positive."

The underlying debt ratings on the Authority's bond issues, as of December 31, 2019, are shown below:

Issue	Moody's	S&P
Revenue and Revenue Refunding Bonds (2013 and 2018 bonds)	A2 Positive	A+ Stable
Port District Project and Port District Project Refunding Bonds (1999 and 2012 bonds)	Baa2 Positive	A Stable

Additional information related to the Authority's bond ratings, can be found in the sub-section entitled "*Bond Rating*s" under Note 12, page 81 and *"Subsequent Events",* Note 20, page 94 of this report.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS

The following factors were considered in preparing the Authority's budget for the 2020 year:

- Moderate growth in the overall regional economy.
- No bridge toll or PATCO fare increases during 2020.
- Budgeted bridge traffic is expected to decrease by 0.5 million vehicles to 53.0 million vehicles, a 0.97% budget to budget increase, based on modest expectations of change in underlying economic factors (as per a recent traffic study) and the impact of bridge construction.
- Bridge toll revenues are projected to approach $332.0 million, which represents a $2.9 million decrease (or 0.87%) in budgeted toll revenues vs. 2018. (Net toll revenues include a three-day adjustment for the projected impact of inclement weather).
- Increase of 0.70% in projected total PATCO fares and other revenues versus the 2018 budget, increasing from $27.5 million to $28.3 million or by $770 thousand. PATCO ridership is budgeted to increase by roughly 300 thousand passengers to total 10.8 million passengers vs. the 2019 budget.
- Biennial inspection costs are estimated to be $2.95 million in 2020, a year-to year increase of $2.61 million or a 767.6% increase. (The biennial inspection of all DRPA/PATCO facilities last occurred in 2018).
- The DRPA budgets project $108.4 million in spending. DRPA operating expenses are expected to increase by nearly $2.5 million, or a 2.39% increase, primarily attributable to increased payroll and employee service expenses (including pensions) and E-ZPass Customer Service Center processing costs.
- The PATCO operating budget, totaling $60.5 million in projected spending, increased by $1.6 million, or by 2.65%, attributable primarily due to payroll and employee service expenses and pension cost increases. The combined DRPA and PATCO budgeted operating expenses are expected to increase from $164.8 million to total $168.9 million, or a 2.48% increase over 2018.
- Budgeted total debt service decreased by $1.9 million to a total of $132.1 million, down from the prior year's total ($134.0 million). 85.72% of the total debt service is attributable to the outstanding revenue bonds (senior debt).
- Capital budget expenditures for 2020 are budgeted at approximately $200.1 million, up $21.4 million from the $178.7 million budgeted for 2019. Large capital projects in 2020 include several significant projects, such as: the Ben Franklin Bridge Suspension Span Rehab, Commodore Barry Bridge Deck Rehab. the Betsy Ross NJ Approach Resurfacing, the Corridor Rehab- PA Approach, the Lindenwold Yard Track Rehab, the installation of elevators in the remaining PATCO stations, and the SAP enterprise resource planning system projects. Together these listed projects are budgeted to exceed $88 million in total expenditures (prior to federal funding) in 2020.

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.

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, 2019. 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, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Assets		
Current Assets		
Cash and cash equivalents	$ 21,240	$ 30,394
Investments	288,373	234,253
Accounts receivable, net of allowance for uncollectibles	15,177	22,594
Accrued interest receivable	845	602
Transit system and storeroom inventories	6,347	6,132
Economic development loans - current	528	494
Prepaid expenses	4,604	5,517
Restricted assets		
Cash and cash equivalents	6,459	7,307
Investments	247,479	167,475
Accrued interest receivable	1,439	
Total current assets	592,491	474,768
Noncurrent Assets		
Restricted investments for capital projects	248,358	290,185
Derivative instrument - forward delivery agreements	2,815	2,120
Capital assets, net of accumulated depreciation		
Land	74,059	74,076
Construction in progress	519,295	418,117
Bridges and related buildings and equipment	667,342	714,463
Transit property and equipment	437,746	451,590
Port enhancements	836	1,090
Total capital assets	1,699,278	1,659,336
Other		
Economic development loans, net of allowance for uncollectibles	10,648	11,175
Debt insurance costs, net of amortization		61
Total noncurrent assets	1,961,099	1,962,877
Total assets	2,553,590	2,437,645
Deferred Outflows of Resources		
Pension related amounts	53,509	33,576
Postemployment benefit related amounts	12,304	
Loss on refunding of debt	41,685	54,473
Total deferred outflows of resources	107,498	88,049

(Continued)

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Net Position
December 31, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Liabilities		
Current Liabilities		
Accounts payable		
Retained amounts on contracts	$ 19,487	$ 17,917
Other	23,638	28,896
Accrued liabilities		
Claims and judgments	584	821
Self-insurance	2,749	1,898
Pension	12,129	4,735
Sick and vacation leave benefits	2,491	2,740
Other	2,158	2,630
Unearned revenue	6,080	5,579
Liabilities payable from restricted assets		
Accrued interest payable	32,236	16,563
Bonds payable - current	68,340	11,895
Total current liabilities	169,892	93,674
Noncurrent Liabilities		
Accrued liabilities		
Claims and judgments	251	547
Self-insurance	1,480	2,848
Sick and vacation leave benefits	1,803	1,827
Net pension liability	182,856	144,357
Other postemployment benefits	95,104	82,513
Unearned revenue	966	967
Bonds payable, net of unamortized discounts and premiums	1,321,649	1,405,577
Total noncurrent liabilities	1,604,109	1,638,636
Total liabilities	1,774,001	1,732,310
Deferred Inflows of Resources		
Pension related amounts	4,866	11,425
Forward delivery agreement related amounts	2,815	2,120
Total deferred inflows of resources	7,681	13,545
Net Position		
Net investment in capital assets	722,577	727,790
Restricted for:		
Debt requirements	213,353	155,910
Capital and port district projects	6,157	1,233
Unrestricted (deficiency)	(62,681)	(105,094)
Total net position	$ 879,406	$ 779,839

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, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Operating Revenues		
Bridges		
Tolls	$ 332,231	$ 335,588
Other operating revenues	6,729	7,201
Total bridge operating revenues	338,960	342,789
Transit system		
Passenger fares	27,127	26,215
Other operating revenues	2,044	2,733
Total transit system operating revenues	29,171	28,948
Other		
Miscellaneous	73	170
Total operating revenues	368,204	371,907
Operating Expenses		
Operations	103,195	98,391
Community impact	500	500
General and administration	67,932	68,756
Depreciation	78,365	71,816
Total operating expenses	249,992	239,463
Operating Income	118,212	132,444
Nonoperating Revenues (Expenses)		
Investment income	17,331	25,014
Change in fair value of derivative instruments		6
	17,331	25,020
Interest expense	(61,671)	(66,736)
Amortization expense	(61)	(97)
Economic development activities	(95)	(68)
Loss on defeasance of debt		(9,266)
Gain (loss) on disposal of capital assets	2,739	
Other nonoperating revenues	782	1,470
Other grant revenues	1,489	1,552
Other nonoperating expenses	(1,298)	(1,473)
Total nonoperating revenues (expenses)	(40,784)	(49,598)

(Continued)

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Revenues, Expenses and Changes in Net Position
For the Years Ended December 31, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Income before Capital Contributions	$ 77,428	$ 82,846
Capital Contributions		
Federal and state capital improvement grants	22,139	26,994
Change in Net Position	99,567	109,840
Net Position, January 1	779,839	744,134
Cumulative effect of change in accounting principles		(74,135)
Net Position, January 1 (Restated)	779,839	669,999
Net Position, December 31	$ 879,406	$ 779,839

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, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Cash flows from operating activities		
Receipts from customers and users	$ 369,030	$ 368,540
Payments for other goods or services	(49,894)	(47,595)
Payments for employees services	(108,601)	(126,847)
Proceeds from other receipts	782	1,470
Payments for other services	(1,298)	(1,473)
Net cash provided by (used in) operating activities	210,019	194,095
Cash flows from noncapital financing activities		
Payments for economic development activities	(54)	(62)
Repayments of economic development loans	493	422
Grants received	1,316	1,651
Net cash provided by (used in) noncapital financing activities	1,755	2,011
Cash flows from capital and related financing activities		
Acquisition and construction of capital assets	(116,772)	(163,285)
Proceeds from sales of capital assets	2,775	
Capital contributions received	29,562	19,694
Proceeds from termination of forward delivery agreement		7,900
Proceeds from capital debt		789,153
Payment on capital debt refunding and termination of derivative instruments		(840,374)
Principal paid on bonded debt	(11,895)	(55,865)
Interest paid on debt	(48,799)	(78,564)
Net cash provided by (used in) capital and related financing activities	(145,129)	(321,341)
Cash flows from investing activities		
Proceeds from sales and maturities of investments	1,084,070	4,695,984
Purchase of investments	(1,176,366)	(4,593,784)
Interest received	15,649	22,011
Net cash provided by (used in) provided by investing activities	(76,647)	124,211
Net increase (decrease) in cash and cash equivalents	(10,002)	(1,024)
Cash and cash equivalents, January 1, (including $7,307 and $7,801 reported as restricted)	37,701	38,725
Cash and cash equivalents, December 31, (including $6,459 and $7,307 reported as restricted)	$ 27,699	$ 37,701

(Continued)

DELAWARE RIVER PORT AUTHORITY

Combined Statements of Cash Flows
For the Years Ended December 31, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Reconciliation of Operating Income to Net Cash Provided by Operating Activities:		
Operating income	$ 118,212	$ 132,444
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	78,365	71,816
Other nonoperating revenues (expenses)	(516)	
Changes in assets and liabilities:		
(Increase) decrease in accounts receivable	166	(1,132)
(Increase) decrease in transit system and storeroom inventories	(215)	(89)
(Increase) decrease in prepaid expenses	913	433
Increase (decrease) in accounts payable	(5,299)	4,730
Increase (decrease) in claims and judgments	(533)	(2,719)
Increase (decrease) in self-insurance	(517)	372
Increase (decrease) in pension	19,401	(4,325)
Increase (decrease) in sick and vacation leave benefits payable	(273)	34
Increase (decrease) in other accrued liabilities	(472)	867
Increase (decrease) in other postemployment benefits	287	(6,101)
Increase (decrease) in unearned revenue	500	(2,235)
Net cash provided by operating activities	$ 210,019	$ 194,095
Noncash Investing, Capital and Financing Activities:		
Capital contributions included in accounts receivable	$ 6,330	$ 13,753
Acquisition of capital assets included in accounts payable	19,487	17,917
Economic development loans receivable	11,176	11,669

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

DELAWARE RIVER PORT AUTHORITY

Other Postemployment Benefits Trust
Combined Statements of Fiduciary Net Position
December 31, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Assets		
Investments	$ 32,160	$ 31,107
Accrued interest receivable	149	
Total assets	32,309	31,107
Liabilities		
Accrued liabilities		
Other	24	24
Total liabilities	24	24
Net Position		
Restricted for postemployment benefits other than pensions	32,285	31,083
Total net position	$ 32,285	$ 31,083

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

DELAWARE RIVER PORT AUTHORITY

Other Postemployment Benefits Trust
Combined Statements of Changes in Fiduciary Net Position
For the Years Ended December 31, 2019 and 2018
(amounts expressed in thousands)

	2019	2018
Additions		
Employer contributions	$ 5,012	$ 10,366
Investment income (expenses)	1,298	399
Total additions	6,310	10,765
Deductions		
Benefit payments	5,012	5,366
Administrative expenses	96	82
Total deductions	5,108	5,448
Increase in Net Position	1,202	5,317
Net Position Restricted for Postemployment Benefits other than Pensions		
January 1	31,083	25,766
December 31	$ 32,285	$ 31,083

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, 2019 and 2018
(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 (30) agencies in seventeen (17) states. Through December 31, 2019, customer participation in the E-ZPass electronic toll collection process exceeded seventy-five percent (75.3%) of its toll collection activity during rush hour periods. Toll revenues collected through E-ZPass are seventy-three percent (73%) 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 (other employee benefit trust 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.

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).

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies (Continued)

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.

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.

Debt Insurance Costs, Bond Premiums, Bond Discounts, and Loss on Refunding: Insurance purchased as part of the issuance of debt is amortized by the straight-line method from the issue date to maturity and is recorded as a noncurrent asset on the combined statements of net position. 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 loss on refunding arising from the issuance of the revenue bonds and port district project bonds is amortized by the effective interest method from the issue date to maturity. The loss on refunding of debt, however, is classified as a deferred outflow of resources on the combined statements of net position.

Investment in Facilities: Investment in facilities is stated at cost, which generally includes expenses for legal expenses incurred during the construction period. Investment in facilities also includes the cost incurred for port-related projects, and improvements, enlargements and betterments to the original facilities. Replacements of existing facilities (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).

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).

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies (Continued)

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, 2019 and 2018 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.

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.

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.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies (Continued)

Debt Management: Total outstanding bond debt reflected on the combined statements of net position is net of unamortized bond discounts and premiums (Note 12). Until December 18, 2018, the Authority had two active interest rate hedge (swap) agreements (derivative instruments) with The Toronto-Dominion Bank and Wells Fargo Bank, N.A., respectively, to hedge interest rates on a portion of its outstanding long-term debt variable-rate debt.

Derivative Instruments and the Related Companion Instruments: In 2000, the Authority entered into two (2) interest rate swap agreements with the Bank of America, N.A. for the primary purposes of investing and for the aforementioned purpose of hedging interest rates on its outstanding long-term debt. These interest rate swap agreements were terminated in December 2018.

In addition, the Authority was a party to three forward delivery agreements during 2018; one related to its maintenance reserve and the other two related to debt service reserves for two separate bond issues. These forward delivery agreements allow the Authority to earn a guaranteed fixed rate of return over the life of the investments in both reserves. The Authority terminated one forward delivery agreement related to one of its debt service reserves and received a cash settlement payment in December 2018, thus leaving two forward delivery agreements remaining in 2019 (Note 4).

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 1999 and 2012 Port District Project Bond Indentures of Trust, the Authority must annually adopt an Annual Budget on or before December 31 for the ensuing year. 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 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 as described above to its bond trustees by December 31, 2019 and 2018, in compliance with the bond indentures. These budgets became effective on January 1, 2020 and January 1, 2019, respectively.

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.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

Note 1. Summary of Significant Accounting Policies (Continued)

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, 2019 and 2018, the Authority's bank balances of $62,317 and $64,379 (including certificates of deposit of $30,988 and $20,506 classified as investments in the combined statements of net position), respectively, were exposed to custodial credit risk as follows:

	2019	2018
Uninsured and uncollateralized	$ 8,310	$ 11,057
Collateralized with securities held by the pledging financial institution in the Authority's name	$ 52,111	$ 51,426

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, 2019 and 2018 totaled $784,210 and $691,913, 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.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

Note 3. Investment in Securities (Continued)

Custodial Credit Risk Related to Investments (Continued): As of December 31, 2019 and 2018, the Authority had the following investments:

Investment	Maturities (months average)	Fair Value Hierarchy Level *	2019	2018
Asset back securities	335.43	Level 1	$ 80	$ 85
Commercial Paper	6.40	Level 1	10,436	52,809
Corporate bonds and notes	44.56	Level 1	48,735	47,425
Short-term investments	12.70	Level 1	621,609	504,271
U.S. federal agency notes and bonds	284.65	Level 1	2,142	7,938
U.S. government treasuries	40.68	Level 1	70,220	58,879
			753,222	671,407
Certificates of deposits held at banks			30,988	20,506
Total			$ 784,210	$ 691,913

* 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 18.09 and 22.34 months as of December 31, 2019 and 2018, 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 new 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
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

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, 2019, the following are the actual ratings by Standard & Poor's:

Actual Rating	Asset Backed Securities	Commercial Paper	Corporate Bonds and Notes	U.S. Federal Agency Notes and Bonds	U.S. Government Treasuries
AAA			$ 1,530		
AA+			2,027	$ 1,794	
AA	$ 2		1,715		
AA-			9,731		
A+			9,745		
A-			10,911		
A			9,322		
BBB+			3,730		
Unrated		$ 10,436	24	348	$ 70,220
	$ 80	$ 10,436	$ 48,735	$ 2,142	$ 70,220

As of December 31, 2019, the following are the actual ratings by Moody's:

Actual Rating	Asset Backed Securities	Commercial Paper	Corporate Bonds and Notes	U.S. Federal Agency Notes and Bonds	U.S. Government Treasuries
Aaa			$ 2,544	$ 1,794	$ 69,221
Aa1			1,200		
Aa2			7,400		
Aa3			8,113		
A1			6,869		
A2	$ 2		10,567		
A3			10,264		
Baa1			1,755		
C	78				
Unrated		$ 10,436	23	348	999
	$ 80	$ 10,436	$ 48,735	$ 2,142	$ 70,220

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, 2019, more than 5% of the Authority's investments are with Santander Bank commercial paper, much of which represents the forward delivery agreement for the 2012 PDP bonds. These investments represent 17% of the Authority's total investments subject to credit risk.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

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, 2019 and 2018 totaled $32,160 and $31,107, 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, 2019 and 2018, the Authority had the following investments in the OPEB Trust:

Investment	Maturities (months average)	Fair Value Hierarchy Level	2019	2018
Money market funds	0.03	Level 1	$ 295	$ 10,124
Corporate bonds and notes	33.01	Level 1	6,944	4,877
U.S. federal agency notes and bonds	16.97	Level 1		1,597
U.S. government treasuries	30.16	Level 1	24,921	14,509
Total			$ 32,160	$ 31,107

The weighted average maturity of the Authority's investment portfolio was 30.50 and 21.08 months as of December 31, 2019 and 2018, 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 99% of the portfolio), with the remainder held in high quality money market securities.

Credit Risk: As of December 31, 2019, the actual ratings by Moody's for the OPEB Trust investments were as follows:

Actual Rating	Corporate Bonds and Notes	U.S. Government Treasuries
Aaa	$ 601	$ 24,921
Aa1	631	
Aa2	1,027	
Aa3	987	
A1	1,071	
A2	2,450	
A3	177	
	$ 6,944	$ 24,921

Concentration of Credit Risk: As of December 31, 2019, more than 5% of the Authority's investments were with the Federal Home Loan Mortgage Corporation and the Federal National Mortgage Association. These investments represent 11.54% and 13.12%, respectively, of the Authority's OPEB Trust investments.

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Note 4. Derivative Instruments

Forward Delivery Agreements

The Authority is a party to two (2) forward delivery agreements that were in effect as of December 31, 2019 and 2018. The forward delivery agreements require the counterparty financial institution (Bank of America) to deposit securities in the bond service fund, for both the Port District Project Bonds, Series 1999, and also for the maintenance reserve fund. The forward delivery agreements provide the Authority with a guaranteed rate of return for these funds. The securities that are deposited into these accounts are timed to meet scheduled debt service requirements, and to ensure that the Authority maintenance reserve requirement, as mandated by its Indentures of Trust (Note 11), is preserved.

“Eligible Securities” under the forward delivery agreements 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 Agreements: The forward delivery agreements allow the Authority to earn a guaranteed fixed rate of return over the life of the investments. These agreements are 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 each agreement are set forth in the table below:

	Effective Date of Agreement	Termination Date	Scheduled Amount	Guaranteed Rate	Fair Value * 2019	Fair Value * 2018
Series 1999 port district project bonds bond service fund	12/22/99	01/01/26	$ 10,436	5.92%	$ 2,310	$ 1,780
Maintenance reserve fund	12/22/99	01/01/26	3,000	4.90%	505	340
					$ 2,815	$ 2,120

* 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 each forward delivery agreement is 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 values of the forward delivery agreements are classified as a noncurrent asset. As the forward delivery agreements are effective hedging instruments, the offsetting balances are reflected as deferred inflows of resources.

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

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 values of the forward delivery agreements are expected to fluctuate over the life of the agreements in response to changes in interest rates. The Authority does not have a formally adopted policy related for interest rate risk on the forward delivery agreements.

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Note 4. Derivative Instruments (Continued)

Forward Delivery Agreements (Continued)

Termination Risk: The Authority or the counterparty may terminate the forward delivery agreements if the other party fails to perform under the terms of the contract. If the forward delivery agreements have 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.

Note 5. Accounts Receivable

Accounts receivable for December 31, 2019 and December 31, 2018 are as follows:

	2019	2018
Reimbursements from governmental agencies - Federal Transit Administration	$ 5,421	$ 12,457
Reimbursements from other governmental agencies	1,601	1,689
Development projects	3,500	3,500
E-ZPass bridge tolls from other agencies	7,378	6,654
Other	777	1,794
Gross receivables	18,677	26,094
Less: allowance for uncollectibles	(3,500)	(3,500)
Net total receivables	$ 15,177	$ 22,594

Note 6. Changes in Long-Term Liabilities

Long-term liability activity for the year ended December 31, 2019 is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due within 1 Year
Bonds payable					
1999 Port District Project Bonds	$ 11,250		$ (4,920)	$ 6,330	$ 5,295
2012 Port District Project Refunding Bonds	122,425		(6,975)	115,450	7,320
2013 Revenue Bonds	476,585			476,585	
2018 Revenue Bonds	700,505			700,505	55,725
Issuance discounts/premiums	106,707		(15,588)	91,119	
Total bonds payable	1,417,472	-	(27,483)	1,389,989	68,340
Other liabilities					
Claims and judgments	1,368	$ 549	(1,082)	835	584
Self-insurance	4,746	1,945	(2,462)	4,229	2,749
Sick and vacation leave	4,567	4,932	(5,205)	4,294	2,491
Net pension liability	144,357	77,265	(38,766)	182,856	
Unearned revenue	6,546	23,875	(23,375)	7,046	6,080
Other postemployment benefits	82,513	17,603	(5,012)	95,104	
	$ 1,661,569	$ 126,169	$ (103,385)	$ 1,684,353	$ 80,244

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Note 6. Changes in Long-Term Liabilities (Continued)

Long-term liability activity for the year ended December 31, 2018 is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due within 1 Year
Bonds payable					
1999 Port District Project Bonds	$ 15,820		$ (4,570)	$ 11,250	$ 4,920
2008 Revenue Refunding Bonds	232,015		(232,015)		
2010 Revenue Refunding Bonds	272,795		(272,795)		
2010 Revenue Bonds	308,375		(308,375)		
2012 Port District Project Refunding Bonds	129,075		(6,650)	122,425	6,975
2013 Revenue Bonds	476,585			476,585	
2018 Revenue Bonds		$ 700,505		700,505	
Issuance discounts/premiums	20,156	89,069	(2,518)	106,707	
Total bonds payable	1,454,821	789,574	(826,923)	1,417,472	11,895
Other liabilities					
Claims and judgments	4,087	259	(2,978)	1,368	821
Self-insurance	4,374	2,499	(2,127)	4,746	1,898
Sick and vacation leave	4,533	11,541	(11,507)	4,567	2,740
Net pension liability	153,804	44,893	(54,340)	144,357	
Unearned revenue	8,781	21,600	(23,835)	6,546	5,579
Other postemployment benefits	14,479	78,401 [1]	(10,366)	82,513	
Premium payment payable - derivative companion instrument	17,613	5,743	(23,356) [2]		
Derivative instrument - interest rate swap	63,303		(63,303) [3]		
	$ 1,725,795	$ 954,510	$ (1,018,735)	$ 1,661,569	$ 22,933

[1] includes January 1, 2018 cumulative effect adjustment of $74,136 for implementation of GASBS No. 75.

[2] includes termination payments of $19,892.

[3] includes termination payments of $43,909.

Note 7. Investment in Facilities

Capital assets for the year ended December 31, 2019 were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	$ 74,076		$ (17)	$ 74,059
Construction in progress	418,117	$ 106,052	(4,874)	519,295
Total capital assets not being depreciated	492,193	106,052	(4,891)	593,354
Capital assets being depreciated				
Bridges and related building and equipment	1,386,348	6,068	(21,034)	1,371,382
Transit property and equipment	781,632	11,096	(22,863)	769,865
Port enhancements	6,703			6,703
Total capital assets being depreciated	2,174,683	17,164	(43,897)	2,147,950
Less: accumulated depreciation for:				
Bridges and related building and equipment	(671,885)	(53,191)	21,036	(704,040)
Transit property and equipment	(330,042)	(24,920)	22,843	(332,119)
Port enhancements	(5,613)	(254)		(5,867)
Total accumulated depreciation	(1,007,540)	(78,365)	43,879	(1,042,026)
Total capital assets being depreciated, net	1,167,143	(61,201)	(18)	1,105,924
Total capital assets, net	$ 1,659,336	$ 44,851	$ (4,909)	$ 1,699,278

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Note 7. Investment in Facilities (Continued)

Capital assets for the year ended December 31, 2018 were as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	$ 74,076			$ 74,076
Construction in progress	576,699	$ 119,761	$ (278,343)	418,117
Total capital assets not being depreciated	650,775	119,761	(278,343)	492,193
Capital assets being depreciated				
Bridges and related building and equipment	1,168,737	217,611		1,386,348
Transit property and equipment	672,883	109,307	(558)	781,632
Port enhancements	6,703			6,703
Total capital assets being depreciated	1,848,323	326,918	(558)	2,174,683
Less: accumulated depreciation for:				
Bridges and related building and equipment	(624,159)	(47,726)		(671,885)
Transit property and equipment	(306,792)	(23,808)	558	(330,042)
Port enhancements	(5,331)	(282)		(5,613)
Total accumulated depreciation	(936,282)	(71,816)	558	(1,007,540)
Total capital assets being depreciated, net	912,041	255,102	-	1,167,143
Total capital assets, net	$ 1,562,816	$ 374,863	$ (278,343)	$ 1,659,336

Total depreciation expense for the years ended December 31, 2019 and 2018 was $78,365 and $71,816, respectively.

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.

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

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 N. 3rd Street, Harrisburg, Pennsylvania 17101-1716.

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.

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 plan 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.

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 (Continued): 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.

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, except for medical benefits, which vest after 25 years of service or under the disability provisions of the PERS.

The following represents the membership tiers for PERS:

Tier	Definition
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 21, 2010
4	Members who were eligible to enroll after May 21, 2010 and prior to June 28, 2011
5	Members who were eligible to enroll on or after June 28, 2011

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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 (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, 2019, 2018, and 2017, the Authority had 203, 218, and 212 employees, respectively, covered by the Fund.

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, employees' contribution rates range from 5% to 9.3% 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.

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

General Information about the Plans (Continued)

Contributions (Continued)

Pennsylvania State Employees' Retirement System (Continued): The Authority's contractually required contribution rate for the years ended December 31, 2019 and 2018 was 30.78% and 31.27%, respectively, of the Authority's covered payroll, and the Authority's contractually required quarterly contributions to the pension plan for 2019 and 2018 totaled $16,663 (includes $12,052 of accrued pension liability) and $16,395 (includes $4,557 of accrued pension liability), respectively. Employee contributions to the plan during 2019 and 2018 were $3,593 and $3,444, 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 active member contribution rate increased from 5.5% of annual compensation to 6.5% plus an additional 1% phased-in over 7 years beginning in July 2012. The member contribution rate was 7.34% in State fiscal year 2018. The phase-in of the additional incremental member contribution rate takes place in July of each subsequent State fiscal year. Employers' contribution 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, 2019 and 2018 was 12.37% and 13.02%, 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, 2019 and 2018 were $106 and $101, which is and was due on April 1, 2020 and April 1, 2019, respectively. Employee contributions to the plan during 2019 and 2018 were $66 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 2019, the Authority was required to and did contribute twenty-nine dollars and twenty-four cents ($29.24) per day from January 1 through June 30, and thirty dollars and seventy cents ($30.70) per day from July 1 through December 31 for each PATCO participating employee. For the 2018 year, the Authority was required to and did contribute twenty-seven dollars and eighty-four cents ($27.84) per day from January 1 through June 30, and twenty-nine dollars and twenty-four cents ($29.24) per day, from July 1 through December 31 for each PATCO participating employee. The Authority's contributions totaled 9.27%, 9.55%, and 11.36% of covered payroll in 2019, 2018 and 2017, respectively.

The employees of the Authority do not contribute to the Fund. The Authority contributed $1,474, $1,378, and $1,299 in 2019, 2018 and 2017, respectively, which represented 100% of the required contributions for the aforementioned years.

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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

Pennsylvania State Employees' Retirement System: At December 31, 2019, the Authority's proportionate share of the SERS net pension liability was $180,903. The net pension liability was measured as of December 31, 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2018. 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, 2018 measurement date, the Authority's proportion was .86842839%, which was an increase of .04515274% from its proportion measured as of December 31, 2017.

At December 31, 2018, the Authority's proportionate share of the SERS net pension liability was $142,358. The net pension liability was measured as of December 31, 2017, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2017. 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, 2017 measurement date, the Authority's proportion was .82327565%, which was an increase of .03313629% from its proportion measured as of December 31, 2016.

At December 31, 2019 and 2018, the Authority's proportionate share of the SERS pension expense, calculated by the Plan as of the December 31, 2018 and 2017 measurement dates, was $28,225 and $20,750, respectively.

State of New Jersey Public Employees' Retirement System: At December 31, 2019, the Authority's proportionate share of the PERS net pension liability was $1,953. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2018. The total pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2019. 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, 2019 measurement date, the Authority's proportion was .0108401779%, which was an increase of .0006893442% from its proportion measured as of June 30, 2018.

At December 31, 2018, the Authority's proportionate share of the PERS net pension liability was $1,999. The net pension liability was measured as of June 30, 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2017. The total pension liability was calculated using updated procedures to roll forward from the actuarial valuation date to the measurement date of June 30, 2018. 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, 2018 measurement date, the Authority's proportion was .0101508337%, which was an increase of .0031910460% from its proportion measured as of June 30, 2017.

At December 31, 2019 and 2018, the Authority's proportionate share of the PERS pension expense, calculated by the Plan as of the June 30, 2019 and 2018 measurement dates, was $136 and $126, respectively.

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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

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, 2019, 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	$ 2,715	$ 35	$ 2,750	$ 1,960	$ 9	$ 1,969
Changes of assumptions	4,820	195	5,015		678	678
Net difference between projected and actual earnings on pension plan investments	17,601	-	17,601	-	31	31
Differences between employer contributions and proportionate share of contributions	12	-	12	1,257	-	1,257
Changes in proportion	10,896	790	11,686	815	116	931
Employer contributions subsequent to the measurement date	16,392	53	16,445	-	-	-
	$ 52,436	$ 1,073	$ 53,509	$ 4,032	$ 834	$ 4,866

At December 31, 2018, 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	$ 2,407	$ 38	$ 2,445	$ 2,703	$ 10	$ 2,713
Changes of assumptions	7,127	329	7,456	-	639	639
Net difference between projected and actual earnings on pension plan investments	-	-	-	5,660	19	5,679
Differences between employer contributions and proportionate share of contributions	17	-	17	630	-	630
Changes in proportion	6,499	877	7,376	1,452	312	1,764
Employer contributions subsequent to the measurement date	16,232	50	16,282	-	-	-
	$ 32,282	$ 1,294	$ 33,576	$ 10,445	$ 980	$ 11,425

At December 31, 2019, $16,392 and $53 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, 2020. 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.

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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)

For SERS, this amount was based on actual contributions made during 2019, which was subsequent to the measurement date of December 31, 2018. For PERS, the amount was based on an estimated April 1, 2021 contractually required contribution, prorated from the pension plan's measurement date of June 30, 2019 to the Authority's year-end of December 31, 2019.

At December 31, 2018, $16,232 and $50 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, 2019. These contributions were made by the Authority to the respective pension plans after the measurement date to satisfy the pension plan's 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 2018, which was subsequent to the measurement date of December 31, 2017. For PERS, the amount was based on an estimated April 1, 2020 contractually required contribution, prorated from the pension plans measurement date of June 30, 2018 to the Authority's year-end of December 31, 2018.

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. The years of amortization are based on a closed period for the December 31, 2018 and June 30, 2019 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				
2019				5.00
2018	5.0			5.00
2017	5.0			5.00
2016	5.0			5.00
2015	5.0			5.00
2014	5.0			
Differences between expected and actual experience				
2019			5.21	
2018	5.3			5.63
2017	5.2		5.48	
2016		5.2	5.57	
2015	5.2		5.72	
2014	5.6			
Changes of assumptions				
2019				5.21
2018				5.63
2017				5.48
2016	5.2		5.57	
2015	5.2		5.72	
2014			6.44	

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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 amounts of deferred outflows of resources and deferred inflows of resources related to the respective net pension liabilities measured at December 31, 2018 for SERS and June 30, 2019 for PERS that will be recognized in pension expense in future periods are as follows:

Year Ending Dec. 31	SERS	PERS	Total
2020	$ 11,775	$ 68	$ 11,843
2021	6,688	55	6,743
2022	5,168	32	5,200
2023	7,918	34	7,952
2024	463	(3)	460
Totals	$ 32,012	$ 186	$ 32,198

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, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2018. 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, 2019.

The actuarial valuations for the year ended December 31, 2019 used the following actuarial assumptions applied to all periods included in the measurement dates of December 31, 2018 for SERS and June 30, 2019 for PERS:

	SERS	PERS
Inflation	2.60%	2.75%
Projected salary increases	average of 5.60% with range of 3.70% - 8.90% 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	7.25%	7.00%
Mortality rate table	projected RP-2000 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	2011 - 2015	July 1, 2014 - June 30, 2018

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Note 9. Pension Plans (Continued)

Actuarial Assumptions (Continued)

The actuarial valuations for the year ended December 31, 2018 used the following actuarial assumptions applied to all periods included in the measurement dates of December 31, 2017 for SERS and June 30, 2018 for PERS:

	SERS	PERS
Inflation	2.60%	2.25%
Projected salary increases	average of 5.60% with range of 3.70% - 8.90% including inflation	1.65% - 4.15% based on age (through 2026) 2.65% - 5.15% based on age (thereafter)
Investment rate of return	7.25%	7.00%
Mortality rate table	projected RP-2000 mortality tables adjusted for actual plan experience and future improvement	projected RP-2000 mortality tables adjusted for actual plan experience and future improvements
Period of actuarial experience study upon which actuarial assumptions were based	2011 - 2015	July 1, 2011 - June 30, 2014

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.

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, 2018 for SERS and June 30, 2019 for PERS, are summarized in the following table:

	SERS		PERS	
Asset Class	Target Allocation	Long-term Expected Rate of Return	Target Allocation	Long-term Expected Rate of Return
Cash / cash equivalents	3.00%	0.00%	5.00%	2.00%
Emerging markets equity			6.50%	11.37%
Fixed income	11.00%	1.26%		
Global public equity	48.00%	5.15%		
High yield			2.00%	5.37%
Investment grade credit			10.00%	4.25%
Multi-Strategy	10.00%	4.44%		
Non-U.S. developed markets equity			12.50%	9.00%
Private credit			6.00%	7.92%
Private equity	16.00%	7.25%	12.00%	10.85%
Real assets			2.50%	9.31%
Real estate (property)	12.00%	5.26%	7.50%	8.33%
Risk mitigation strategies			3.00%	4.67%
U.S. equity			28.00%	8.26%
U.S. treasuries			5.00%	2.68%
Total	100.00%		100.00%	

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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, 2017 for SERS and June 30, 2018 for PERS, are summarized in the following table:

	SERS		PERS	
Asset Class	Target Allocation	Long-term Expected Rate of Return	Target Allocation	Long-term Expected Rate of Return
Buyouts/venture capital			8.25%	13.08%
Cash / cash equivalents	3.00%	-0.25%	5.50%	1.00%
Credit oriented hedge funds			1.00%	6.60%
Debt Related Private Equity			2.00%	10.63%
Debt Related Real Estate			1.00%	6.61%
Emerging markets equity			6.50%	11.64%
Equity Related Real Estate			6.25%	9.23%
Fixed income	14.00%	1.63%		
Global diversified credit			5.00%	7.10%
Global public equity	43.00%	5.30%		
High yield			2.50%	6.82%
Investment grade credit			10.00%	3.78%
Multi-Strategy	12.00%	5.10%		
Non-U.S. developed markets equity			11.50%	9.00%
Private equity	16.00%	8.00%		
Private real estate			2.50%	11.83%
Real estate (property)	12.00%	5.44%		
Risk mitigation strategies			5.00%	5.51%
U.S. equity			30.00%	8.19%
U.S. treasuries			3.00%	1.87%
Total	100.00%		100.00%	

Discount Rate: The discount rate used to measure the total pension liability at December 31, 2018 and 2017 for SERS was 7.25%. 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, 2019 and 2018 for PERS was 6.28% and 5.66%, 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 3.50% and 3.87%, as of June 30, 2019 and 2018, 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 made based on 100% of actuarial determined contributions.

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Note 9. Pension Plans (Continued)

Actuarial Assumptions (Continued)

Discount Rate (Continued): Based on those assumptions, the plan's fiduciary net position was projected to be available to make projected future benefit payments of current plan members through June 30, 2057; therefore, the long-term expected rate of return on plan investments was applied to projected benefit payments through June 30, 2057 and the municipal bond rate was applied to projected benefit payments after that date in determining 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, 2018 and December 31, 2017, calculated using a discount rate of 7.25%, 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, 2019		
	1% Decrease 6.25%	Current Discount Rate 7.25%	1% Increase 8.25%
Authority's proportionate share of the net pension liability - measurement date December 31, 2018	$ 222,134	$ 180,903	$ 145,570

	December 31, 2018		
	1% Decrease 6.25%	Current Discount Rate 7.25%	1% Increase 8.25%
Authority's proportionate share of the net pension liability - measurement date December 31, 2017	$ 180,697	$ 142,358	$ 109,517

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, 2019 and June 30, 2018, calculated using a discount rate of 6.28% for June 30, 2019 and 5.66% for June 30, 2018, 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, 2019		
	1% Decrease 5.28%	Current Discount Rate 6.28%	1% Increase 7.28%
Authority's proportionate share of the net pension liability - measurement date June 30, 2019	$ 2,467	$ 1,953	$ 1,520

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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 (Continued):

	December 31, 2018		
	1% Decrease 4.66%	Current Discount Rate 5.66%	1% Increase 6.66%
Authority's proportionate share of the net pension liability - measurement date June 30, 2018	$ 2,513	$ 1,999	$ 1,567

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. The Authority's Board of Commissioners ("Commissioners") establish and amend the benefit terms of the Plan. 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.

Employees Covered by Benefit Terms: Based on the January 1, 2018 actuarial valuation, the following employees were covered by the benefit terms:

Inactive plan members or beneficiaries currently receiving benefit payments	744
Inactive plan members entitled to but not yet receiving benefit payments	2
Active plan members	440
	1,186

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, 2019 and 2018, the Authority's average contribution rate was 15.19% and 31.43%, respectively, of covered-employee payroll. Total contributions to the Plan by the Authority during 2019 and 2018 were $5,012 and $10,366, respectively. Contributions for 2019 and 2018 by plan members receiving benefits for medical and prescription ranged from $10.00 to $837.31 per month depending on the plan type and coverage selected.

Net OPEB Liability

The Authority's net OPEB liability measurement date of December 31, 2019 was rolled forward from the total OPEB liability used to calculate the net OPEB liability determined by the actuarial valuation as of January 1, 2018.

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Notes to Combined Financial Statements
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Note 10. Postemployment Healthcare Plan ("OPEB") (Continued)

Actuarial Assumptions: The total OPEB liability in the January 1, 2018 actuarial valuation was determined 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, 2020	8.0%	8.0%
Ultimate Trend	January 1, 2026 & Later	5.0%	5.0%
Grading Per Year		0.5%	0.5%

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-2018.

The OPEB Plan fiduciary net position was projected with an investment return of 2.9% and 3.8% for the years ended December 31, 2019 and 2018, respectively.

Discount Rate: The discount rate used to measure the total OPEB liability as of December 31, 2019 was 2.9%. 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 - 2.74%, S&P Municipal Bond 20 Year High Grade Rate Index - 3.26%, and Fidelity GA AA 20 Years - 2.75%).

The discount rate used to measure the total OPEB liability as of December 31, 2018 was 2.8%. 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 - 4.09%, S&P Municipal Bond 20 Year High Grade Rate Index - 3.64%, and Fidelity GA AA 20 Years - 3.71%).

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, 2019	$ 113,596	$ 31,083	$ 82,513
Changes for the year:			
Service cost	389		389
Interest	3,650		3,650
Differences between expected and actual experience	14,766		14,766
Contributions - employer:			
Pay-as-you-go costs		5,012	(5,012)
Net investment income		1,298	(1,298)
Benefit payments	(5,012)	(5,012)	
Administrative expense		(96)	96
Net changes	13,793	1,202	12,591
Balances at December 31, 2019	$ 127,389	$ 32,285	$ 95,104

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Note 10. Postemployment Healthcare Plan ("OPEB") (Continued)

Changes in the Net OPEB Liability (Continued)

	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balances at January 1, 2018	$ 114,380	$ 25,766	$ 88,614
Changes for the year:			
Service cost	337		337
Interest	4,245		4,245
Contributions - employer:			
Pay-as-you-go costs		5,366	(5,366)
Plan funding		5,000	(5,000)
Net investment income		399	(399)
Benefit payments	(5,366)	(5,366)	
Administrative expense		(82)	82
Net changes	(784)	5,317	(6,101)
Balances at December 31, 2018	$ 113,596	$ 31,083	$ 82,513

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 2.9% and 3.8% for December 31, 2019 and 2018, respectively, that is 1-percentage-point lower or 1-percentage-point higher than the aforementioned discount rates used:

	December 31, 2019		
	1% Decrease (1.90%)	Discount Rate (2.90%)	1% Increase (3.90%)
Net OPEB liability	$ 115,049	$ 95,104	$ 79,151

	December 31, 2018		
	1% Decrease (2.80%)	Discount Rate (3.80%)	1% Increase (4.80%)
Net OPEB liability	$ 99,118	$ 82,513	$ 69,127

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 (2.80% decreasing to 4.5%) or 1-percentage-point higher (4.80% decreasing to 6.5%) than the current healthcare cost trend rates:

	December 31, 2019		
	Trend Rate Less 1%	Current Valuation Discount Rate	Trend Rate Plus 1%
Net OPEB liability	$ 77,377	$ 95,104	$ 117,604

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Note 10. Postemployment Healthcare Plan ("OPEB") (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates (Continued):

	December 31, 2018		
	Trend Rate Less 1%	Current Valuation Discount Rate	Trend Rate Plus 1%
Net OPEB liability	$ 68,414	$ 82,513	$ 100,157

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the years ended December 31, 2019 and 2018, the Authority recognized OPEB expense of $5,298 and $4,264, respectively. At December 31, 2019, the Authority reported deferred outflows of resources related to OPEB from the changes in assumptions of $12,304. No deferred inflows of resources were reported.

Since 2018 was the first year of implementation of GASBS No. 75, there were no actuarial calculated deferred outflows of resources or deferred inflows of resources related to OPEB liabilities.

Amounts reported as deferred outflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending Dec. 31	
2020	$ 2,461
2021	2,461
2022	2,461
2023	2,461
2024	2,460
Totals	$ 12,304

Payable to the OPEB Plan

At December 31, 2019 and 2018, there were no payables reported to the OPEB Plan.

Note 11. Indentures of Trust

The Authority's outstanding Revenue Bonds are subject to the provisions of the following Indentures, and Supplemental 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 Port District Project Bonds of 1999, dated December 1, 1999, and the 2012 Port District Project Refunding Bonds, dated December 1, 2012, are governed by separate, individual indentures.

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").

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Note 11. Indentures of Trust (Continued)

The Bond Resolution requires the maintenance of the following accounts (continued):

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 insure 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, 2019, the Authority had $1,389,989 in Revenue, Revenue Refunding, and Port District Project and Project Refunding Bonds outstanding, consisting of bonds issued in 1999, 2012, 2013, and 2018. The 1999 Port District Project Bonds were issued pursuant to an Indenture of Trust dated December 1, 1999. The 2012 Port District Project Refunding Bonds 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 and Revenue Refunding Bonds were issued pursuant to a Fourteenth Supplemental Indenture dated December 18, 2018.

1999 Port District Project Bonds: 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 are general corporate obligations of the Authority. The 1999 Port District Project Bonds are 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 are pledged for the benefit of the 1999 Port District Project Bonds. The 1999 Port District Project Bonds are 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 are payable from such Funds and from other monies of the Authority legally available.

The 1999 Port District Project Bonds are subject to optional redemption and mandatory sinking fund redemption prior to maturity as more fully described herein.

The scheduled payment of principal and interest on the 1999 Port District Project Bonds when due are guaranteed under an insurance policy issued concurrently with the delivery of the 1999 Port District Project Bonds by Financial Security Assurance Inc.

The 1999 Port District Project Bonds (Series A) outstanding at December 31, 2019 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
		Term Bonds			
2020	7.63%	$ 5,295	2021	7.63%	$ 1,035
Total par value of 1999 Port District Project Bonds					$ 6,330

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

1999 Port District Project Bonds (Continued):

Optional Redemption: The Series A Port District Project Bonds are redeemable by the Authority on any interest payment date in whole or in part, and if in part, in any order of maturity specified by the Authority and in any principal amount within a maturity as specified by the Authority. Any such redemption shall be made at a redemption price equal to accrued interest to the redemption date plus the greater of (i) the principal amount of the Series A Port District Project Bonds to be redeemed, and (ii) an amount equal to the discounted remaining fixed amount payments applicable to the Series A Port District Project Bonds to be redeemed. Allocation of the amounts of Series A Port District Project Bonds to be redeemed shall be proportionate nearly as reasonably possible having due regard for minimum authorized denominations of the 1999 Port District Project Bonds among the respective interest of the holders of the Series A Port District Project Bonds to be redeemed at the time of selection of such Series A Port District Project Bonds for redemption regard for minimum authorized denominations of the 1999 Port District Project Bonds among the respective interest of the holders of the Series A Port District Project Bonds to be redeemed at the time of selection of such Series A Port District Project Bonds for redemption.

2012 Port District Project Refunding Bonds: 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, is being charged to operations through the year 2025 using the effective interest method.

The 2012 Bonds are general corporate obligations of the Authority. The 2012 Bonds are 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 are pledged for the benefit of the 2012 Bonds. The 2012 Bonds are 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 are payable from such Funds and from other monies of the Authority legally available therefore.

Redemption Provisions:

Optional Redemption: The 2012 Bonds maturing on or after January 1, 2024 are 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.

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

2012 Port District Project Refunding Bonds (Continued):

Redemption Provisions (Continued):

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: If less than all of the 2012 Bonds are to be redeemed and paid prior to maturity, 2012 Bonds registered in the name of the Authority shall be redeemed before other 2012 Bonds are redeemed. Thereafter, the portion of 2012 Bonds to be redeemed shall be selected by the Authority, or if no such selection is made, by lot by the Trustee from among all outstanding 2012 Bonds eligible for redemption.

In the case of a partial redemption of 2012 Bonds when 2012 Bonds of denominations greater than the minimum Authorized Denomination are outstanding, then for all purposes in connection with such redemption, each principal amount equal to the minimum authorized denomination shall be treated as though it were a separate 2012 Bond for purposes of selecting the 2012 Bonds to be redeemed, provided that no 2012 Bonds shall be redeemed in part if the principal amount to be outstanding following such partial redemption is not an authorized denomination.

The 2012 Port District Project Refunding Bonds outstanding at December 31, 2019 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2020	5.00%	$ 7,320	2023	5.00%	$ 14,545
2021	5.00%	12,350	2024	5.00%	15,520
2022	5.00%	14,085	2025	5.00%	16,300
2023	3.00%	240	2026	5.00%	17,115
			2027	5.00%	17,975

Total par value of 2012 Port District Project Refunding Bonds	115,450
Add: unamortized bond premium	7,281
Total 2012 Port District Project Refunding Bonds, net	$ 122,731

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.

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

2013 Revenue Bonds (Continued): 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. 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.

The 2013 Revenue Bonds outstanding at December 31, 2019 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2027	5.000%	$ 23,560	2034	4.625%	$ 810
2027	4.125%	845	2035	5.000%	34,870
2028	5.000%	25,615	2035	4.750%	1,000
2029	5.000%	26,895	2036	5.000%	36,660
2030	5.000%	28,070	2036	4.750%	1,000
2030	4.500%	170	2037	5.000%	38,540
2031	5.000%	29,650	2037	4.750%	1,000
2032	4.500%	31,135	2038	5.000%	41,515
2033	5.000%	32,535	2039	5.000%	43,590
2034	5.000%	33,355	2040	5.000%	45,770
Total par value of 2013 Revenue Bonds					476,585
Add: unamortized bond premium					8,371
Total 2013 Revenue Bonds, net					$ 484,956

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.

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

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").

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.

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

2018 Revenue Bonds (Continued):

2018A Revenue Bonds (Continued): The 2018A Revenue Bonds outstanding at December 31, 2019 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					41,085
Total 2018A Revenue Bonds, net					$ 314,560

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.

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, 2019 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2020	5.000%	$ 32,755	2023	5.000%	$ 60,105
2021	5.000%	57,400	2024	5.000%	62,680
2022	5.000%	57,645	2025	5.000%	65,350
			2026	5.000%	68,125
Total par value of 2018B Revenue Refunding Bonds					404,060
Add: unamortized bond premium					34,382
Total 2018B Revenue Refunding Bonds, net					$ 438,442

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

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

2018 Revenue Bonds (Continued):

2018C Revenue Bonds: On December 18, 2018, the Authority issued $22,970 in federally taxable fixed rate bonds, proceeds of which, along with a $5,200 contribution from the Authority, were used to pay the cash-settlement termination cost of the 1995 Swap with TD Bank, N.A., in the amount of $28,050.

The 2018C Revenue Bonds (Federally Taxable) outstanding at December 31, 2019 are as follows:

	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
	2020	3.000%	$ 22,970
Total par value of 2018C Revenue Bonds			$ 22,970

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

2018 Revenue Bonds: The total collective 2018 Revenue Bonds outstanding at December 31, 2019 are as follows:

Maturity Date (January 1)	Interest Rate/Yield	Principal Amount	Maturity Date (January 1)	Interest Rate/Yield	Principal Amount
2020	3.000%	$ 22,970	2030	5.000%	$ 16,920
2020	5.000%	32,755	2031	5.000%	17,760
2021	5.000%	57,400	2032	5.000%	18,650
2022	5.000%	57,645	2033	5.000%	19,580
2023	5.000%	60,105	2034	5.000%	20,565
2024	5.000%	62,680	2035	5.000%	21,590
2025	5.000%	65,350	2036	5.000%	22,670
2026	5.000%	68,125	2037	5.000%	23,805
2027	5.000%	1,690	2038	5.000%	24,995
2028	5.000%	15,345	2039	5.000%	26,240
2029	5.000%	16,110	2040	5.000%	27,555
Total par value of 2018 Revenue Bonds					700,505
Add: unamortized bond premium					75,467
Total 2018 Revenue Bonds, net					$ 775,972

DELAWARE RIVER PORT AUTHORITY
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Note 12. Funded and Long-Term Debt (Continued)

Maturities of Principal and Interest on Bonds: The following presents the principal and interest due on all bonds outstanding as of December 31, 2019:

Years Ending December 31,	Principal	Interest	Total
2020	$ 68,340	$ 62,923	$ 131,263
2021	70,785	59,591	130,376
2022	71,730	56,015	127,745
2023	74,890	52,352	127,242
2024	78,200	48,527	126,727
2025-2029	294,925	189,933	484,858
2030-2034	249,200	129,602	378,802
2035-2039	317,475	59,550	377,025
2040	73,325	1,833	75,158
	1,298,870	$ 660,326	$ 1,959,196
Net unamortized bond premiums	91,119		
	$ 1,389,989		

Interest on all of the Authority's fixed rate debt (revenue bonds and port district project bonds issued in 1999, 2012, 2013, and 2018) 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."

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.

These authorizations, which total $1,109,940 as of December 31, 2019, 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 three (3) 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 Moody's upgrade of the Authority's bonds in over a decade.

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

Bond Ratings (Continued):

Moody's Investors Service Bond Ratings ("Moody's") (Continued):

In its report, Moody's cited a number of 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.

As of December 31, 2019, these ratings and outlook remained in place (see Note 20, Subsequent Events).

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.

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.

As of December 31, 2019, these ratings and outlook remained in place (see Note 20, Subsequent Events).

Defeasance and Refunding of Debt

Defeasance of Revenue Bonds, Series D of 2010: On November 16, 2018, the Authority defeased its $308,375 Revenue Bonds, Series D of 2010, which are not callable until January 1, 2027, in order to save on interest costs as, according to the maturity schedule, the first legal principal payment was not due until the call date of January 1, 2027. The 2010D Revenue Bonds were originally issued on July 15, 2010 for the purpose of financing a portion of the Authority's Capital Improvement Program and funding the Debt Service Reserve Requirement. To fund the payment of the outstanding bonds and related interest, the Authority placed $321,690 into an irrevocable debt defeasance trust held by the Authority's third-party trustee. The source of the funds came from a General Fund contribution of $281,581, a 2010D Revenue Bond debt service fund release of $5,282, and a debt service reserve fund release of $34,827.

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

Defeasance and Refunding of Debt (Continued)

Defeasance of Revenue Bonds, Series D of 2010 (Continued): The amount placed into escrow plus accrued interest will be sufficient to pay the entirety of principal and interest on the bonds at maturity. The assets held in escrow contain obligations guaranteed by the U.S. government denominated in U.S. dollars that are essentially risk free as the escrow's cash flows approximately coincide as to timing and amount with the scheduled interest and principal payments of the defeased debt. Due to the defeasance, the outstanding debt of $308,375 was removed from the liabilities of the Authority's combined statements of net position as of December 31, 2018, and a loss on defeasance of debt in the amount of $9,266 was incurred as a nonoperating expense on the combined statements of revenues, expenses, and changes in net position for the year ended December 31, 2018.

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 $22,139 and $26,994 were received in 2019 and 2018, 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 $835 reported at December 31, 2019 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. 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, 2019 and 2018:

Claims and Judgments	2019	2018
Beginning balance	$ 1,368	$ 4,087
Incurred claims	549	259
Payment of claims	(1,082)	(2,978)
Ending balance	$ 835	$ 1,368

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.

DELAWARE RIVER PORT AUTHORITY
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Note 14. Contingencies (Continued)

PATCO 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.

The self-insurance (workers' compensation) liability of $4,229 reported at December 31, 2019 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. 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, 2019 and 2018:

Self-Insurance (Workers' Compensation)	2019	2018
Beginning balance	$ 4,746	$ 4,374
Incurred claims	1,945	2,499
Payment of claims	(2,462)	(2,127)
Ending balance	$ 4,229	$ 4,746

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.

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.

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 (TD Bank, N.A.), 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 damages or destroyed, and if so, the amount of insurance proceeds covering such loss or damage…"

The Authority submitted its annual certification to the bond trustee, for the year ending December 31, 2018, prior to the deadline, on April 29, 2019. As advised in the certification, during 2018, the Authority did not experience any material damages related to its facilities. (See Note 20, Subsequent Events).

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Notes to Combined Financial Statements
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Note 15. Commitments

Development Projects: In support of previously authorized economic development projects, the DRPA's Board of Commissioners authorized loan guarantees to various banks to complete the financing aspects of a particular project. The Authority's Board authorized loan guarantees in an amount not to exceed $27,000, prior to 2011 when the Board stopped funding new economic development projects.

Home Port Alliance Loan Guarantee: On June 6, 2012, the Authority negotiated a three-year extension of the existing $900 loan guarantee that supports a loan from TD Bank, N.A. to the Home Port Alliance (HPA) for the Battleship New Jersey. The loan guarantee expired on June 6, 2015.

In April 2015, the Authority's Board authorized the Authority to extend the loan guaranty for a ten-year period (DRPA-15-048) in the amount of $800. (A loan agreement between TD Bank, N.A. and HPA was executed on July 31, 2015).

As of July 18, 2019, TD Bank approved the release (or cancellation) of the corporate guaranty of the Authority. (Note: The Authority had made no cash outlays related to the guarantee.) This was the last outstanding guarantee authorized by the Authority's Board. As a result, as of December 31, 2019, there are no longer any outstanding loan guarantees.

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 Lease"). The agreement expires on December 31, 2050. For the years 2018 through 2050, the annual base payment shall equal one dollar. The Authority made its annual payment in the amount of one dollar to the City in January 2019.

In addition, for the duration of the lease, 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, adjusted for the effect of the increase in the CPI at December 31, 2019, is as follows:

Year	Amount
2020	$ 500
2021	500
2022	500
2023	500
2024	500
Thereafter	13,000
	$ 15,500

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 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 2019.

DELAWARE RIVER PORT AUTHORITY
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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, and subsequently renewed its LOC with the bank, in the amount of $216, on December 31, 2019, to expire on December 31, 2020.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 15. Commitments (Continued)

Contractual Commitments: As of December 31, 2019, the Authority had board-approved contracts with remaining balances as follows:

	Total
Benjamin Franklin Bridge:	
Bridge, building and pavement repairs and inspection	$ 7,566
4th Street garage repairs	6,200
Suspension span rehabilitation	194,990
Temporary toll, clerical, administration and custodial workers	1,530
Toll revenue, transportation, processing and systems upgrade	1,300
ERP consulting services	13,913
Engineering services - program management and task orders	35,864
Pedestrian bike ramp	299
Other	5,261
Walt Whitman Bridge:	
Design services for New Jersey approach	24,619
Corridor rehabilitation	66,991
Suspended span link replacement phase 1	3,936
Painting spans and towers	13,341
Emergency generator replacement	466
Commodore Barry Bridge:	
Bridge painting phase I & II and inspection	2,149
Structural repairs & other	21,923
Betsy Ross Bridge:	
Bridge painting phase I & II and inspection	2,237
Bridge resurfacing and other	27,908
PATCO System:	
Car overhaul program	10,759
Elevators installation	22,501
Station enhancements	4,397
Westmont & Lindenwold viaduct and track rehabilitation	4,572
Subway structure, center tower & other rehabilitation	9,955
Other:	
Other equipment and system upgrades and professional services and maintenance	5,925
	$ 488,602

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. (While the system went live in October 2017, it has not yet officially been "accepted" by the NJ E-ZPass agencies.)

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. The payment for 2018 was in the amount of $189 which was paid out in 2019.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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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 (with 2 tickets only)	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." These off-peak rates increased from $0.62/trip to $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, $1,800 was credited to customer accounts in 2019 based on activity.

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.

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.

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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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. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*. Subsequent to December 31, 2019, the GASB issued Statement No. 95. The primary objective of this Statement is to provide temporary relief to governments and other stakeholders in light of the COVID-19 pandemic. That objective is accomplished by postponing the effective dates of certain provisions in Statements and Implementation Guides that first became effective, or are scheduled to become effective, for periods beginning after June 15, 2018, and later. As a result of Statement No. 95, the implementation dates of the Statements that follow have been extended as indicated.

Statement No. 84, *Fiduciary Activities*. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. The Statement will become effective for the Authority's year ending December 31, 2020 and is not expected to have a material impact on the basic financial statements.

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. The Statement will become effective for the Authority's year ending December 31, 2022. Management is currently evaluating whether or not this Statement will have an impact on the basic financial statements of the Authority.

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.

<u>Rent of Transit System Facilities</u>: 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.

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

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, 2019 related to this agreement totals $281,462.

Net Position: The net position totaling ($815,398) and ($781,752) as of December 31, 2019 and December 31, 2018, 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, 2019 is as follows:

Condensed Combining Statements of Net Position

	December 31, 2019		
	DRPA	PATCO	Total
Current assets	$ 579,788	$ 12,703	$ 592,491
Receivable from primary government	(2,352)	2,352	
Capital assets	1,699,278		1,699,278
Other noncurrent assets	261,821		261,821
Total assets	2,538,535	15,055	2,553,590
Deferred outflows of resources	93,759	13,739	107,498
Total assets and deferred outflows of resources	2,632,294	28,794	2,661,088
Current liabilities	156,857	13,035	169,892
Payables to primary government:			
Lease agreement	(281,462)	281,462	
Advances from DRPA	(509,892)	509,892	
Noncurrent liabilities	1,564,868	39,241	1,604,109
Total liabilities	930,371	843,630	1,774,001
Deferred inflows of resources	7,119	562	7,681
Net investment in capital assets	722,577		722,577
Restricted	219,510		219,510
Unrestricted (deficiency)	752,717	(815,398)	(62,681)
Total net position (deficiency)	$ 1,694,804	$ (815,398)	$ 879,406

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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, 2018 is as follows:

Condensed Combining Statements of Net Position

	December 31, 2018		
	DRPA	PATCO	Total
Current assets	$ 463,084	$ 11,684	$ 474,768
Receivable from primary government	(2,498)	2,498	
Capital assets	1,659,336		1,659,336
Other noncurrent assets	303,541		303,541
Total assets	2,423,463	14,182	2,437,645
Deferred outflows of resources	79,221	8,828	88,049
Total assets and deferred outflows of resources	2,502,684	23,010	2,525,694
Current liabilities	81,565	12,109	93,674
Payables to primary government:			
Lease agreement	(275,340)	275,340	
Advances from DRPA	(482,486)	482,486	
Noncurrent liabilities	1,605,366	33,270	1,638,636
Total liabilities	929,105	803,205	1,732,310
Deferred inflows of resources	11,988	1,557	13,545
Net investment in capital assets	727,790		727,790
Restricted	157,143		157,143
Unrestricted (deficiency)	676,658	(781,752)	(105,094)
Total net position (deficiency)	$ 1,561,591	$ (781,752)	$ 779,839

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
(dollars expressed in thousands)

Note 18. Blended Component Unit (Continued)

Condensed combining financial information applicable to DRPA and PATCO as of and for the year ended December 31, 2018 is as follows (continued):

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

	December 31, 2018		
	DRPA	PATCO	Total
Operating revenues			
Bridge revenues	$ 342,789		$ 342,789
Transit systems		$ 28,948	28,948
Other	170		170
Total operating revenues	342,959	28,948	371,907
Operating expenses			
Operating - Other	113,989	53,658	167,647
Depreciation	71,816		71,816
Total operating expenses	185,805	53,658	239,463
Operating income (loss)	157,154	(24,710)	132,444
Nonoperating revenues (expenses)			
Interest expense	(66,736)		(66,736)
Economic development activities	(68)		(68)
Lease rental	6,122	(6,122)	
Other	17,086	120	17,206
Total nonoperating revenues (expenses)	(43,596)	(6,002)	(49,598)
Capital contributions	26,994	-	26,994
Change in net position	140,552	(30,712)	109,840
Net position (deficiency), January 1	1,485,728	(741,594)	744,134
Cumulative effect of change in accounting principles	(64,689)	(9,446)	(74,135)
Net Position (deficiency), January 1 (Restated)	1,421,039	(751,040)	669,999
Net position (deficiency), December 31	$ 1,561,591	$ (781,752)	$ 779,839

Condensed Combining Statements of Cash Flows

	December 31, 2018		
	DRPA	PATCO	Total
Net cash provided by (used in) operating activities	$ 218,972	$ (24,877)	$ 194,095
Net cash provided by (used in) noncapital financing activities	(22,606)	24,617	2,011
Net cash provided by (used in) capital and related financing activities	(321,341)		(321,341)
Net cash provided by (used in) investing activities	124,211		124,211
Net increase (decrease) in cash and cash equivalents	(764)	(260)	(1,024)
Cash and cash equivalents, January 1	36,820	1,905	38,725
Cash and cash equivalents, December 31	$ 36,056	$ 1,645	$ 37,701

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 19. Change in Accounting Principles and Prior Period Restatement

Change in Accounting Principles: For the year ended December 31, 2018, the Authority was required to implement GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits other than Pensions*. The objective of the Statement is to improve accounting and financial reporting by state and local governments for postemployment benefits other than pensions (other postemployment benefits or OPEB). This Statement replaces the requirements of Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions,* as amended.

The adoption of this Statement established standards for the Authority in recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expenses related to OPEB. For defined benefit OPEB, the Statement also identifies the methods and assumptions that are required to be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Note disclosure and required supplementary information requirements about defined benefit OPEB also are addressed.

For additional information related to OPEB, see Note 10.

The cumulative effect of adopting GASB Statement No. 75 is summarized as follows:

Cumulative effect of adopting GASB Statement No. 75 - General Fund		
Net Position, January 1, 2018		$ 410,661
Decrease in Net Position:		
Recognition of additional net OPEB liability	$ (9,446)	
Cumulative effect of change in accounting principles		(9,446)
Net Position, January 1, 2018 (as restated)		$ 401,215

Note 20. Subsequent Events

Union Contracts: All union contracts, including those negotiated with the Teamsters, FOP, IUOE and IBEW, expired on December 31, 2017. Contract negotiations commenced with the aforementioned unions.

On December 5, 2018, the DRPA and PATCO Boards approved resolutions approving economic terms and authorizing staff to negotiate terms to complete collective bargaining agreements with the DRPA's IUOE and FOP, and PATCO's Teamsters unions. On April 17, 2019, The DRPA Board approved a resolution authorizing approving economic terms and authorizing staff to negotiate terms to complete collective bargaining agreements with DRPA's IBEW union.

The Collective Bargaining Agreement with the IUOE has been completed and will expire December 31, 2020. The Collective Bargaining Agreement with the FOP has been completed and will expire December 31, 2021. The Collective Bargaining Agreement with IBEW has been completed and will expire on December 31, 2020. The Collective Bargaining Agreement for the Teamsters is authorized for a term expiring December 31, 2020 and was executed in January of 2020.

Bond Ratings: In February 2020, Moody's Investor Services, Inc., increased the Authority's bond ratings on all of its bonds, raising the ratings on all revenue bonds 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).

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
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Note 20. Subsequent Events (Continued)

Bond Ratings (Continued): This is the second time within two years that one of the ratings agencies increased the bond ratings “one notch” on all of the Authority’s bonds. (S&P increased the Authority’s ratings on November 16, 2018 shortly before the large $700.5 million bond transaction in December of that year.)

Moody’s press release dated February 4, 2020, and the subsequently issued “full report”, cited the following strengths supporting the rationale for the upgrade, including:

a. Very strong liquidity; good cost control;
b. Solid historical financial metrics;
c. A manageable 5-year capital program;
d. No plan for toll increases or any bond debt in the immediate future (the latter would relate to “new money” debt and not any potential refundings);
e. Changes in our debt structure, especially the elimination of variable rate debt and the interest rate swaps (December 2018)’
f. DRPA investments in IT systems and training (such as the SAP ERP, asset management, etc.

As a result of the COVID-19 pandemic, both Moody’s & S&P changed the outlook for the entire toll sector to “negative”. S&P moved the Authority’s outlook from “stable” to negative in March, however, Moody’s did not change the Authority’s stable outlook.

Section 5.11 – Insurance Certification: The Authority filed its annual certification to TD Bank, N.A. for the year ending December 31, 2019, on April 27, 2020, in compliance with its Bond Indenture. During 2019, the Authority did not experience any material damages to its facilities.

COVID-19 Impact:

DRPA and PATCO financials: The management of the Authority has evaluated its financial statements for subsequent events through the date that the financial statements were issued. In late December of 2019, a novel strain of coronavirus causing the disease known as "COVID-19" was discovered in Wuhan, China. Since then, COVID-19 has spread throughout the world, including throughout the United States and the region in which the DRPA provides services, resulting in the World Health Organization proclaiming COVID-19 to be a pandemic, the President of the United States declaring a national emergency, and the governors of the Commonwealth of Pennsylvania (the “Commonwealth”) and the State of New Jersey (the “State”) declaring states of emergency. The spread of COVID-19 is altering the behavior of businesses and people in a manner that has caused significant disruptions to the global, national and regional economy. The effects of the spread of COVID-19 and the related governmental, non-profit and private responses continue to rapidly evolve. However, COVID-19 has, in general, resulted in reduced traffic and corresponding reduced revenues for the Authority as described below.

Traffic/ Revenue: During the months of March and April, subsequent to the fiscal year end, management has noted as much as a 70% decline in year-to-year monthly traffic as a result of, among other things, State and Commonwealth mandated travel and business restrictions (including “stay at home” orders), job losses and remote working directives. Unaudited traffic data through June 30 shows a 30.3% drop in overall traffic, as compared to June 2019 YTD figures. Fortunately, as of mid-July of 2020, traffic has rebounded to almost 80% of 2019 traffic volumes, which has led to a significant improvement in estimated toll revenues. (Each 1% increase in traffic translates to about $275K in revenues).

DELAWARE RIVER PORT AUTHORITY
Notes to Combined Financial Statements
For the Years Ended December 31, 2019 and 2018
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Note 20. Subsequent Events (Continued)

COVID-19 Impact: (Continued)

PATCO Ridership/Fare Revenues: Similar to bridge traffic, PATCO ridership numbers decreased to about 10% of ridership during the period of March through May when compared to the same period in 2019. As of mid-July 2020, PATCO ridership has since recovered to about 20% of the levels seen during the same period in 2019. The drop in ridership and revenues has widened the overall subsidy provided by the Authority to PATCO and, therefore, has required increased funding by the Authority. Fortunately, the Authority received a $40.7 million transit grant through the CARES Act to use in offsetting PATCO revenue losses. The Authority began drawing down grant funds in mid-July.

Debt Service Payments and Liquidity: The Authority has made and continues to make all of its required monthly debt service payments for all outstanding revenue and port district bonds and such payments are expected to continue uninterrupted given the Authority's cash flow and sizeable General Fund balance of approximately $270 million as of June 30, 2020. In addition, while no assurances can be given, and none are given, based on current projections, the Authority expects to satisfy its fiscal year 2020 "net revenue requirement" established pursuant to the Indenture of Trust securing the outstanding revenue bonds.

Due to precipitous drops in interest rates and general market volatility, investment income was moderately impacted YTD through June. Management believes that investment income will more significantly be impacted during the second half of the year.

While no assurances can be given, and none are given, as a result of the evolving nature of the effects of COVID-19 on the Authority, based upon current forecasts of traffic flow/ridership and revenue, management estimates that 2020 bridge toll revenues could fall short of prior year revenues by as much as $80 million. In response, and among other things, Management has implemented, and will continue to seek, certain cost-cutting strategies to help to offset the financial impact of reduced traffic/ridership volumes and revenues.

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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 Six Plan Years
(amounts expressed in thousands)

	Measurement Date Ended December 31,		
	2018	2017	2016
Authority's proportion of the net pension liability	0.86842839%	0.82327565%	0.79013936%
Authority's proportionate share of the net pension liability	$ 180,903	$ 142,358	$ 152,183
Authority's covered payroll (plan measurement period)	$ 55,870	$ 51,022	$ 47,939
Authority's proportionate share of the net pension liability as a percentage of covered payroll	323.79%	279.01%	317.45%
Plan fiduciary net position as a percentage of the total pension liability	56.40%	63.00%	57.80%
	2015	2014	2013
Authority's proportion of the net pension liability	0.79424655%	0.76453591%	0.78540134%
Authority's proportionate share of the net pension liability	$ 144,424	$ 113,590	$ 107,312
Authority's covered payroll (plan measurement period)	$ 48,461	$ 44,721	$ 43,165
Authority's proportionate share of the net pension liability as a percentage of covered payroll	298.02%	254.00%	248.61%
Plan fiduciary net position as a percentage of the total pension liability	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 Six Years
(amounts expressed in thousands)

	Year Ended December 31,		
	2019	2018	2017
Authority's contractually required contribution	$ 16,663	$ 16,395	$ 14,515
Authority's contribution in relation to the contractually required contribution	(16,663)	(16,395)	(14,515)
Authority's contribution deficiency (excess)	-	-	-
Authority's covered payroll (calendar year)	$ 54,139	$ 52,434	$ 49,464
Authority's contributions as a percentage of covered payroll	30.78%	31.27%	29.34%

	Year Ended December 31,		
	2016	2015	2014
Authority's contractually required contribution	$ 12,735	$ 10,332	$ 7,649
Authority's contribution in relation to the contractually required contribution	(12,735)	(10,332)	(7,649)
Authority's contribution deficiency (excess)	-	-	-
Authority's covered payroll (calendar year)	$ 46,615	$ 48,857	$ 44,721
Authority's contributions as a percentage of covered payroll	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 Six Plan Years
(amounts expressed in thousands)

	Measurement Date Ended June 30,		
	2019	2018	2017
Authority's proportion of the net pension liability	0.0108401779%	0.0101508337%	0.0069597877%
Authority's proportionate share of the net pension liability	$ 1,953	$ 1,999	$ 1,620
Authority's covered payroll (plan measurement period)	$ 770	$ 689	$ 406
Authority's proportionate share of the net pension liability as a percentage of covered payroll	253.64%	290.13%	399.01%
Plan fiduciary net position as a percentage of the total pension liability	56.27%	53.60%	48.10%

	Measurement Date Ended June 30,		
	2016	2015	2014
Authority's proportion of the net pension liability	0.0050105488%	0.0048616324%	0.0080229448%
Authority's proportionate share of the net pension liability	$ 1,484	$ 1,091	$ 1,502
Authority's covered payroll (plan measurement period)	$ 345	$ 335	$ 594
Authority's proportionate share of the net pension liability as a percentage of covered payroll	430.14%	325.67%	252.86%
Plan fiduciary net position as a percentage of the total pension liability	40.14%	47.93%	52.08%

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
State of New Jersey - Public Employees' Retirement System (PERS)
Last Six Years
(amounts expressed in thousands)

	Year Ended December 31,		
	2019	2018	2017
Authority's contractually required contribution	$ 106	$ 101	$ 64
Authority's contribution in relation to the contractually required contribution	(106)	(101)	(64)
Authority's contribution deficiency (excess)	-	-	-
Authority's covered payroll (calendar year)	$ 852	$ 776	$ 692
Authority's contributions as a percentage of covered payroll	12.44%	13.02%	9.25%

	Year Ended December 31,		
	2016	2015	2014
Authority's contractually required contribution	$ 45	$ 42	$ 66
Authority's contribution in relation to the contractually required contribution	(45)	(42)	(66)
Authority's contribution deficiency (excess)	-	-	-
Authority's covered payroll (calendar year)	$ 438	$ 369	$ 355
Authority's contributions as a percentage of covered payroll	10.27%	11.38%	18.59%

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
Teamsters Pension Plan of Philadelphia and Vicinity
Last Ten Years
(amounts expressed in thousands)

	Year Ended December 31,				
	2019	2018	2017	2016	2015
Authority's contractually required contribution	$ 1,474	$ 1,378	$ 1,299	$ 1,293	$ 1,136
Authority's contribution in relation to the contractually required contribution	(1,474)	(1,378)	(1,299)	(1,293)	(1,136)
Authority's contribution deficiency (excess)	-	-	-	-	-

	Year Ended December 31,				
	2014	2013	2012	2011	2010
Authority's contractually required contribution	$ 1,001	$ 1,066	$ 1,076	$ 1,077	$ 1,090
Authority's contribution in relation to the contractually required contribution	(1,001)	(1,066)	(1,076)	(1,077)	(1,090)
Authority's contribution deficiency (excess)	-	-	-	-	-

DELAWARE RIVER PORT AUTHORITY

Required Supplementary Information - Part II (Unaudited)
Notes to Required Supplementary Information
For the Year Ended December 31, 2019

Pennsylvania State Employees' Retirement System (SERS)

Changes in benefit terms - None

Changes in assumptions - The December 31, 2018 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, 2018 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 2011 through 2015. The discount rate assumptions are reviewed annually with the SERS Board. As a result of the review undertaken during March/April of 2017, the Board approved a reduction in the annual discount rate assumption from 7.50% to 7.25% and a reduction in the annual inflation assumption from 2.75% to 2.60%, and both changes became effective with the December 31, 2016 actuarial valuation.

State of New Jersey Public Employees' Retirement System (PERS)

Changes in benefit terms - None

Changes in assumptions - The discount rate changed at June 30th over the following years: 5.39% 2014, 4.90% 2015, 3.98% 2016, 5.00% 2017, 5.66% 2018, and 6.28% 2019.

The long-term expected rate of return changed at June 30th over the following years: 7.90% 2014 and 2015, 7.65% 2016, 7.00% 2017, 2018 and 2019.

For 2019, the assumed rates of retirement, mortality, salary increases, and inflation were updated based on the July 1, 2014 - June 30, 2018 Experience Study. For pre-retirement mortality, the Pub-2010 General Below-Median Income Employee mortality table with a 82.2% adjustment for males and 101.4% adjustment for females, and with future improvement from the base year of 2010 on a generational basis was used. For healthy retirees and beneficiaries, the Pub-2010 General Below-Median Income Healthy Retiree mortality table with a 91.4% adjustment for males and 99.7% adjustment for females, and with future improvement from the base year of 2010 on a generational basis was used. For disabled retiree mortality, the Pub-2010 Non-Safety Disabled Retiree mortality table with a 127.7% adjustment for males, and a 117.2% adjustment for females, and with future improvement from the base year of 2010 on a generational basis was used. For mortality improvement, Scale MP-2019 was used.

For 2016, demographic assumptions were revised in accordance with the results of the July 1, 2011 - June 30, 2014 experience study and the mortality improvement scale incorporated the plan actuary's modified MP-2014 projection scale. Further, salary increases were assumed to increase between 1.65% and 4.15% (based on age) through fiscal year 2026 and 2.65% and 5.15% (based on age) for each fiscal year thereafter.

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 $21.40 in 2010 to $30.70 in 2019.

DELAWARE RIVER PORT AUTHORITY

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

	Year Ended December 31, 2019	2018
Total OPEB liability		
Service cost	$ 389	$ 337
Interest	3,650	4,245
Changes of benefit terms	-	-
Differences between expected and actual experience	14,766	-
Changes of assumptions	-	-
Benefit payments	(5,012)	(5,366)
Net change in total OPEB liability	13,793	(784)
Total OPEB liability, January 1	113,596	114,380
Total OPEB liability, December 31	$ 127,389	$ 113,596
Plan fiduciary net position		
Contributions - employer	$ 5,012	$ 10,366
Net investment income	1,298	399
Benefit payments	(5,012)	(5,366)
Administrative expense	(96)	(82)
Net change in plan fiduciary net position	1,202	5,317
Plan fiduciary net position, January 1	31,083	25,766
Plan fiduciary net position, December 31	$ 32,285	$ 31,083
Authority's net OPEB liability	$ 95,104	$ 82,513
Plan fiduciary net position as a percentage of the total OPEB liability	25.34%	27.36%
Covered-employee payroll	$ 32,986	$ 32,986
Authority's net OPEB liability as a percentage of covered-employee payroll	288.32%	250.15%

(Continued)

DELAWARE RIVER PORT AUTHORITY

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

Notes to Schedule:

Benefit changes. None

Changes of assumptions. All assumptions for 2019, except for the discount rate, are the same as the prior valuation in 2018, 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 2019 is based on the prescribed discount interest rate methodology under GASB No. 75 based on an average of three 20-year bond indices (e.g., Bond Buyer-20 Bond GO, S&P Municipal Bond 20 Year High Grade Rate Index, Fidelity GA AA 20 Years) as of December 31, 2019, and rounded to the nearest 0.1%. This average discount rate is 2.9%, which is a change from the prior valuation discount rate of 3.8%.

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 Two Years
(amounts expressed in thousands)

	Year Ended December 31,	
	2019	2018
Actuarially determined contribution	$ 4,545	$ 5,337
Contributions in relation to the actuarially determined contribution	5,012	10,366
Contribution deficiency (excess)	$ (467)	$ (5,029)
Covered-employee payroll	$ 32,986	$ 32,986
Contributions as a percentage of covered-employee payroll	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	3.0 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, 2020	8.0%	8.0%
Ultimate Trend	January 1, 2026 & Later	5.0%	5.0%
Grading Per Year		0.5%	0.5%

Salary increases	3.5 percent

(Continued)

DELAWARE RIVER PORT AUTHORITY

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

Notes to Schedule (Cont'd):

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

Investment rate of return — 2.9 percent for 2019; 3.8 percent for 2018

Retirement age — In the 2018 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:

Date of Hire Range	Age	Years of Service
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.

Mortality — In the 2018 actuarial valuation, the RP 2014 Healthy Male and Female Tables 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-2018.

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, 2019
(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		$ 2,738		$ 18,502			$ 21,240
Investments				288,373			288,373
Accounts receivable, net of allowance for uncollectibles		8,049		7,128			15,177
Accrued interest receivable				845			845
Transit system and storeroom inventories		354		5,993			6,347
Economic development loans - current				528			528
Prepaid expenses		3,433		1,171			4,604
Restricted assets							
Cash and cash equivalents		5,922				$ 537	6,459
Investments		11,592	$ 5,450		$ 230,437		247,479
Accrued interest receivable			18		747	674	1,439
Total current assets	-	32,088	5,468	322,540	231,184	1,211	592,491
Noncurrent Assets							
Restricted investments for capital projects						248,358	248,358
Derivative instrument - forward delivery agreements			505		2,310		2,815
Capital assets, net of accumulated depreciation							
Land	$ 74,034			25			74,059
Construction in progress	519,295						519,295
Bridges and related buildings and equipment	667,342						667,342
Transit property and equipment	437,746						437,746
Port enhancements	836						836
Total capital assets	1,699,253	-	-	25	-	-	1,699,278
Other							
Economic development loans, net of allowance for uncollectibles				10,648			10,648
Total noncurrent assets	1,699,253	-	505	10,673	2,310	248,358	1,961,099
Total assets	1,699,253	32,088	5,973	333,213	233,494	249,569	2,553,590
Deferred Outflows of Resources							
Pension related amounts		42,165		11,344			53,509
Loss on refunding of debt	40,815			870			41,685
Postemployment benefit related amounts		9,910		2,394			12,304
Total deferred outflows of resources	40,815	52,075	-	14,608	-	-	107,498

(Continued)

DELAWARE RIVER PORT AUTHORITY

Combined Supplemental Schedule of Net Position Information by Fund
December 31, 2019
(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		$ 134		$ 19,353			$ 19,487
Other		3,121		20,517			23,638
Accrued liabilities							
Claims and judgments		102		482			584
Self-insurance		1,243		1,506			2,749
Pension		10,663		1,466			12,129
Sick and vacation leave benefits		2,031		460			2,491
Other		789		1,369			2,158
Unearned revenue				6,080			6,080
Liabilities payable from restricted assets							
Accrued interest payable					$ 32,236		32,236
Bonds payable - current	$ 55,725			12,615			68,340
Total current liabilities	55,725	18,083	-	63,848	32,236	-	169,892
Noncurrent Liabilities							
Accrued liabilities							
Claims and judgments		44		207			251
Self-insurance		670		810			1,480
Sick and vacation leave benefits		1,470		333			1,803
Net pension liability		158,934		23,922			182,856
Other postemployment benefits		81,141		13,963			95,104
Unearned revenue		966					966
Bonds payable, net of unamortized discounts and premiums	1,205,203			116,446			1,321,649
Total noncurrent liabilities	1,205,203	243,225	-	155,681	-	-	1,604,109
Total liabilities	1,260,928	261,308	-	219,529	32,236	-	1,774,001
Deferred Inflows of Resources							
Pension related amounts		4,304		562			4,866
Forward delivery agreements			$ 505		2,310		2,815
Total deferred inflows of resources	-	4,304	505	562	2,310	-	7,681
Net Position							
Net investment in capital assets	479,140			25		$ 243,412	722,577
Restricted for:							
Debt requirements		15,933	3,000		194,420		213,353
Port projects						6,157	6,157
Capital and port district projects							
Unrestricted (deficiency)		(197,382)	2,468	127,705	4,528		(62,681)
Total net position (deficiency)	$ 479,140	$ (181,449)	$ 5,468	$ 127,730	$ 198,948	$ 249,569	$ 879,406

DELAWARE RIVER PORT AUTHORITY

Combined Supplemental Schedule of Changes in Fund Net Position Information by Fund
For the Year Ended December 31, 2019
(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	$ 437,765	$ (174,256)	$ 5,275	$ 80,838	$ 138,984	$ 291,233	$ 779,839
Revenues and Expenses							
Operating revenues		338,960		29,244			368,204
Operating expenses	(78,365)	(56,057)		(47,638)			(182,060)
General and administration expenses		(56,468)		(11,464)			(67,932)
Investment income		204	193	7,438	3,876	5,620	17,331
Interest expense	1,434			1,366	(64,471)		(61,671)
Economic development activities				(95)			(95)
Other nonoperating revenues (expenses)	2,739	(650)		73			2,162
Other grant revenues				1,489			1,489
Total revenues and expenses	(74,192)	225,989	193	(19,587)	(60,595)	5,620	77,428
Government Contributions for Capital Improvements, Additions and other projects	-	-	-	22,139	-	-	22,139
Interfund Transfers and Payments							
Bond service		(113,945)		(18,866)	132,811		
Funds free and clear of any lien or pledge		(107,900)		107,900			
Funds for permitted capital expenditures				46,773		(46,773)	
Retirement of bonds				11,895	(11,895)		
Funds for permitted port projects				511		(511)	
Capital additions	118,342			(118,342)			
Net equity transfers	(2,775)	(11,337)		14,469	(357)		
Total interfund transfers and payments	115,567	(233,182)	-	44,340	120,559	(47,284)	
Net Position (Deficiency), December 31	$ 479,140	$ (181,449)	$ 5,468	$ 127,730	$ 198,948	$ 249,569	$ 879,406

DELAWARE RIVER PORT AUTHORITY

Supplemental Schedule of Net Position Information for Bond and Project Funds
December 31, 2019
(amounts expressed in thousands)

	Bond Reserve Fund	Bond Service Fund	1998 Port District Project Fund	1999 Project Fund	1999 Port District Project Fund	2018 Project Fund	Total Combined Funds
Assets							
Current Assets							
Restricted assets							
Cash and cash equivalents			$ 4	$ 60	$ 473		$ 537
Investments	$ 129,353	$ 101,084					230,437
Accrued interest receivable	640	107				$ 674	1,421
Total current assets	129,993	101,191	4	60	473	674	232,395
Noncurrent Assets							
Restricted investments for capital projects						248,358	248,358
Derivative instrument - forward delivery agreements		2,310					2,310
Total noncurrent assets	-	2,310	-	-	-	248,358	250,668
Total assets	129,993	103,501	4	60	473	249,032	483,063
Liabilities							
Current Liabilities							
Liabilities payable from restricted assets							
Accrued interest payable		32,236					32,236
Total current liabilities	-	32,236	-	-	-	-	32,236
Total liabilities	-	32,236	-	-	-	-	32,236
Deferred Inflows of Resources							
Forward delivery agreements	-	2,310	-	-	-	-	2,310
Net Position							
Net investment in capital assets						243,412	243,412
Restricted for							
Revenue and port district project bonds	125,465						125,465
Revenue and port district bond service		68,955					68,955
Capital and port district projects			4	60	473	5,620	6,157
Unrestricted	4,528						4,528
Total net position	$ 129,993	$ 68,955	$ 4	$ 60	$ 473	$ 249,032	$ 448,517

DELAWARE RIVER PORT AUTHORITY

Supplemental Schedule of Changes in Net Position Information for Bond and Project Funds
For the Year Ended December 31, 2019
(amounts expressed in thousands)

	Bond Reserve Fund	Bond Service Fund	1998 Port District Project Fund	1999 Project Fund	1999 Port District Project Fund	2001 Port District Project Fund	2018 Project Fund	Total Combined Funds
Net Position, January 1	$ 127,730	$ 11,254	$ 4	$ 60	$ 503	$ 481	$ 290,185	$ 430,217
Revenues and Expenses:								
Investment income	2,964	912					5,620	9,496
Interest expense		(64,471)						(64,471)
Total revenues and expenses	2,964	(63,559)	-	-			5,620	(54,975)
Interfund Transfers and Payments:								
Bond service		132,811						132,811
Funds in excess of bond reserve requirement	(701)	701						
Funds for permitted capital expenditures							(46,773)	(46,773)
Retirement of bonds		(11,895)						(11,895)
Funds for permitted port projects					(30)	(481)		(511)
Net equity transfers		(357)						(357)
Total interfund transfers and payments	(701)	121,260	-	-	(30)	(481)	(46,773)	73,275
Net Position, December 31	$ 129,993	$ 68,955	$ 4	$ 60	$ 473		$ 249,032	$ 448,517

Statistical Section

Statistical Section

FINANCIAL TREND DATA (Unaudited)

The Authority's net position increased by $99.6 million during 2019 based on strong operating results, with income before capital contributions of $77.4 million. (Note in 2018, a $74.1 million adjustment, due to accounting changes, reduced the overall net position year-to-year change to only $35.7 million).

The Authority's net position has improved from $286.9 million to $879.4 million (a $592.5 million increase) since 2010, largely due to higher toll revenues and operating income since then. During 2019, total operating revenues decreased slightly by $3.7 million (or down 1.0%), while operating expenses increased by $10.5 million (up 4.4%), to total $250.0 million. The major factor impacting the increase in operating expenses was attributable to an increase in depreciation expense, which accounted for 62.2% of the increase. In 2018, operating income decreased from $132.4 million to $118.2 million, a decrease of $14.2 million, due to lower operating revenues and the aforementioned increase in operating expenses. Income before capital contributions decreased by $5.4 million. Non-operating expenses improved by $8.8 million as a result of lower interest expense and no debt defeasance expense, as was experienced in 2018. Capital contributions during 2019 decreased by $4.9 million to total $22.1 million. Capital contributions (grants) accounted for 22.2% of the increase in net position.

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

Last Ten Fiscal Years

NET POSITION (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Net Investment in capital assets	$ 722,577	$ 727,790	$ 271,323	$ 235,795	$ 203,366	$ 174,762	$ 213,138	$ 272,905	$ 214,632	$ 239,390
Restricted	219,510	157,143	205,742	209,924	219,485	215,004	159,521	143,692	185,219	158,589
Unrestricted (deficiency)	(62,681)	(105,094)	267,069	209,522	165,519	198,079	138,730	2,232	(67,153)	(111,050)
Total Net Position	$ 879,406	$ 779,839	$ 744,134	$ 655,241	$ 588,370	$ 587,845	$ 511,389	$ 418,829	$ 332,698	$ 286,929

CHANGES IN NET POSITION (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Operating Revenues										
Bridges:										
Tolls	$ 332,231	$ 335,588	$ 331,537	$ 319,778	$ 307,240	$ 297,267	$ 293,863	$ 292,810	$ 267,685	$ 243,879
Other operating revenues	6,729	7,201	5,856	6,675	6,435	7,702	6,451	6,372	5,049	4,753
Total bridge operating revenues	338,960	342,789	337,393	326,453	313,675	304,969	300,314	299,182	272,734	248,632
Transit system:										
Passenger fares	27,127	26,215	26,562	26,073	24,943	24,257	25,908	26,035	24,004	21,956
Other operating revenues	2,044	2,733	1,799	1,943	1,661	1,506	1,699	1,957	1,817	1,968
Total transit system operating revenues	29,171	28,948	28,361	28,016	26,604	25,763	27,607	27,992	25,821	23,924
Port of Philadelphia and Camden:										
Cruise terminal	-	-	-	-	-	-	-	2	369	309
RiverLink	-	-	-	27	30	-	-	-	68	61
Total Port of Philadelphia and Camden	-	-	-	-	27	30	-	-	2	437
Other:										
Miscellaneous	73	170	226	216	985	150	203	224	556	1,801
Total operating revenues	368,204	371,907	365,980	354,712	341,294	330,882	328,124	327,400	299,548	274,727
Operating Expenses:										
Operations	103,195	98,391	96,310	93,443	89,213	100,596	97,436	98,581	94,259	99,518
Community impact	500	500	3,791	3,790	3,781	3,745	3,688	3,611	3,560	3,473
General and administration	67,932	68,756	60,142	66,964	56,309	41,347	38,932	44,277	40,536	46,272
Port of Philadelphia and Camden	-	-	-	-	49	189	62	29	246	824
Depreciation	78,365	71,816	61,270	58,933	57,614	57,425	54,801	55,018	49,216	47,751
Total operating expenses	249,993	239,463	221,513	223,130	206,966	203,302	194,919	201,516	187,817	197,838
Operating Income	118,212	132,444	144,467	131,582	134,328	127,580	133,205	125,884	111,731	76,889
Nonoperating Revenues (Expenses)										
Interest revenue (net of change in fair value of derivative instruments)	17,331	25,020	9,128	7,944	7,834	8,479	4,628	7,638	13,633	(25,867)
Interest expense	(61,671)	(66,736)	(72,556)	(74,419)	(75,792)	(78,377)	(58,784)	(66,540)	(77,870)	(72,527)
Amortization expense	(61)	(97)	(100)	(100)	(100)	(100)	(100)	(100)	(100)	(1,511)
Economic development activities	(95)	(68)	(4,194)	(3,404)	(4,167)	(2,401)	(4,371)	(8,695)	(2,025)	(39,657)
Loss of defeasance of debt	-	(9,266)	-	-	-	-	-	-	-	-
Other	973	1,549	4,591	3,115	5,156	4,844	2,825	4,276	3,055	(1,366)
Bond issuance costs	-	-	-	-	-	-	(2,516)	(1,374)	-	-
Loss on abandonment of Aerial Tram project	-	-	-	-	-	-	-	-	(18,318)	-
Loss on disposal of capital assets	2,739	-	-	(84)	(1,732)	-	-	-	(7,929)	-
Total nonoperating revenues (expenses)	(40,784)	(49,598)	(63,131)	(66,948)	(68,801)	(67,555)	(58,318)	(64,795)	(89,554)	(140,928)
Income (Loss) Before Capital Contributions	77,428	82,846	81,336	64,634	65,527	60,025	74,887	61,089	22,177	(64,039)
Capital Contributions:										
Federal and state capital improvement grants	22,139	26,994	7,557	2,237	36,758	16,431	17,673	25,042	33,021	20,603
Change in Net Position	$ 99,567	$ 109,840	$ 88,893	$ 66,871	$ 102,285	$ 76,456	$ 92,560	$ 86,131	$ 55,198	$ (43,436)

Figures for 2011 through 2019 include the implementation of Governmental Accounting Standards Board Statement No. 65, *Items Previously Reported as Assets and Liabilities.*

Figures for 2015 through 2019 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 and 2019 include the implementation of Governmental Accounting Standards Board Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions.*

REVENUE CAPACITY DATA (Unaudited)

Total annual revenues (consisting primarily of bridge operating revenues, PATCO transit system revenues and investment income) have grown significantly in the past ten years, increasing from $281.1 million to $385.5 million, an increase in annual revenues of about $104.4 million. Revenue growth in the period from 2010 to 2019 reflected the impact of an increase in bridge toll rates and transit system fares implemented in 2011. 2019 revenues represented the second highest total revenues in the Authority's history, surpassed only by 2018's $396.8 million. During 2019, total revenues dropped by $11.3 million, as bridge operating revenues decreased by $3.8 million from 2018 to total $339.0 million, a decrease of 1.11%, while PATCO transit system operating revenues increased by $223 thousand. Interest income decreased by $7.7 million, or by 30.71%, because 2018 interest income figures were bolstered by a $7.9 million cash settlement related to a terminated forward delivery agreement.

Up until 2015, bridge traffic had decreased steadily since 2008. Traffic volume then trended upwards through 2018. In 2018, bridge traffic reached its highest level since 2008. Traffic declines between 2008 and 2014, were largely attributable to overall poor economic conditions and the impact of previous toll increases. In 2019, bridge traffic decreased slightly by 166 thousand vehicles or by 0.31% vs. 2018 volumes, largely due to the impact of major construction projects on and/or near the Commodore Barry and Betsy Ross bridges.

In 2019, total PATCO transit system operating revenues (inclusive of fare, parking, and advertising revenues) increased vs. 2018 figures. Total PATCO revenues increased by $223 thousand, representing a 0.77% increase. During 2019, PATCO's passenger fare revenues increased by $912 thousand, or by 3.48%, due to an increase in ridership of 316 thousand.

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

Last Ten Fiscal Years

MAJOR REVENUES BY SOURCE (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Bridge operating revenues	$ 338,960	$ 342,789	$ 337,393	$ 326,453	$ 313,675	$ 304,969	$ 300,314	$ 299,182	$ 272,734	$ 248,632
PATCO transit system operating revenues	29,171	28,948	28,361	28,016	26,604	25,763	27,607	27,992	25,821	23,924
Port of Philadelphia and Camden	-	-	-	27	30	-	-	2	437	370
Interest income	17,331	25,014	9,013	7,720	7,450	6,909	5,581	5,803	4,968	8,176
Total revenues	$ 385,462	$ 396,751	$ 374,767	$ 362,216	$ 347,758	$ 337,641	$ 333,502	$ 332,979	$ 303,960	$ 281,102

On July 1, 2011, the Authority implemented the second phase of a new bridge toll schedule which increased tolls in each vehicle class. The Authority also implemented a 10% increase in PATCO passenger fares. On December 1, 2015, the Authority reinstituted the E-ZPass frequent bridge traveler credit program, which reduced annual toll revenues by approximately $1.79 million in 2019, $1.85 million in 2018, $1.8 million in 2017 and $1.7 million in 2016.

TOLL REVENUE BY BRIDGE (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Walt Whitman Bridge	$ 125,948	$ 125,790	$ 125,001	$ 124,379	$ 122,648	$ 116,256	$ 111,256	$ 111,900	$ 103,191	$ 95,180
Ben Franklin Bridge	106,816	104,797	103,262	101,860	97,739	97,923	101,094	100,443	89,824	80,083
Betsy Ross Bridge	42,204	45,340	45,700	40,408	34,766	33,408	33,578	34,084	32,295	30,610
Commodore Barry Bridge	57,149	58,543	57,325	55,731	52,087	49,680	47,935	46,383	42,375	38,006
Total toll revenues	$ 332,117	$ 334,470	$ 331,288	$ 322,378	$ 307,240	$ 297,267	$ 293,863	$ 292,810	$ 267,685	$ 243,879
E-ZPass CSC Revenue Allocation Share	-	(200)	249	(2,600)						
Other toll revenues	114	1,318	-	-						
Net toll revenues	$ 332,231	$ 335,588	$ 331,537	$ 319,778						

On July 1, 2011, the Authority implemented the second phase of a new bridge toll schedule which increased tolls in each vehicle class. On December 1, 2015, the Authority reinstituted 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

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Class 1 - Motorcycle	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 4.00
Class 2 - Automobile	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	4.00
Class 3 - Two Axle Trucks	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	12.00
Class 4 - Three Axle Trucks	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50	18.00
Class 5 - Four Axle Trucks	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	24.00
Class 6 - Five Axle Trucks	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	30.00
Class 7 - Six Axle Trucks	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	36.00
Class 8 - Bus	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	6.00
Class 9 - Bus	11.25	11.25	11.25	11.25	11.25	11.25	11.25	11.25	11.25	9.00
Class 10 - Senior Citizen (with ticket only)	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.00
Class 13 - Auto with trailer (1 axle)	8.75	8.75	8.75	8.75	8.75	8.75	8.75	8.75	8.75	6.00

The toll rates shown above are cash toll rates in effect for the period indicated. On July 1, 2011, the Authority implemented the second phase of a new bridge toll schedule which increased tolls in each vehicle class. The Authority also implemented a 10% increase in PATCO passenger fares. On December 1, 2015, the Authority reintroduced the 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 (Unaudited) (Continued)

BRIDGE TRAFFIC BY VEHICLE CLASSIFICATION (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Vehicle classification:										
Automobiles & light trucks	48,482	48,599	48,214	47,225	44,905	43,644	43,732	43,931	44,757	46,245
Trucks	3,335	3,343	3,304	3,137	2,865	2,713	2,571	2,505	2,542	2,603
Buses	227	241	239	236	217	228	231	236	250	260
Senior citizens	1,057	1,083	1,144	1,204	1,215	1,245	1,344	1,405	1,440	1,305
Other	3	4	3	3	3	2	2	3	3	1
Total traffic	53,104	53,270	52,904	51,805	49,205	47,832	47,880	48,080	48,992	50,414

BRIDGE TRAFFIC BY BRIDGE (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Walt Whitman Bridge	20,173	20,063	19,901	19,945	19,634	18,665	18,086	18,311	18,806	19,579
Ben Franklin Bridge	19,076	18,713	18,532	18,367	17,591	17,642	18,292	18,285	18,286	18,459
Betsy Ross Bridge	6,554	6,990	6,983	6,182	5,158	4,923	4,993	5,090	5,429	5,821
Commodore Barry Bridge	7,301	7,504	7,488	7,311	6,822	6,602	6,509	6,394	6,471	6,555
Total traffic	53,104	53,270	52,904	51,805	49,205	47,832	47,880	48,080	48,992	50,414

PATCO TRANSIT SYSTEM OPERATING REVENUES (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Passenger fares	$ 27,127	$ 26,215	$ 26,562	$ 26,073	$ 24,943	$ 24,257	$ 25,908	$ 26,035	$ 24,004	$ 21,956
Other revenues	2,044	2,733	1,799	1,943	1,661	1,506	1,699	1,957	1,817	1,968
Total operating revenues	$ 29,171	$ 28,948	$ 28,361	$ 28,016	$ 26,604	$ 25,763	$ 27,607	$ 27,992	$ 25,821	$ 23,924

On July 1, 2011, passenger fares were increased by 10%.

PATCO PASSENGER FARES

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Lindenwold/Ashland/Woodcrest	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 2.70
Haddonfield/Westmont/Collingswood	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.35
Ferry Avenue	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.05
New Jersey	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.45
City Hall/Broadway/Philadelphia	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.25

On July 1, 2011, passenger fares were increased by 10%.

PATCO TRANSIT SYSTEM RIDERSHIP (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Passengers	11,107	10,791	10,839	10,653	10,169	10,007	10,542	10,613	10,506	10,109

DEBT CAPACITY DATA (Unaudited)

Debt Service Coverage : During the period 2010 to 2017, the Authority's debt service coverage (DSC), was impacted by the increased debt service requirements related to the issuance of $785 million in fixed rate debt in 2010 and 2013. DSC increased in 2018, to 2.21x vs. 2017's performance of 2.09x, largely as a result of higher net revenues available for debt service (the highest level in DRPA history), and a $2.3 million reduction in total debt service (attributable to the 2010D bond defeasance and refunding of all variable rate debt in mid-December 2018).

During the period, 2010 to 2013, growth in net revenues from $153.2 million to $211.2 million helped propel an increase in DSC from 1.73x to a ten-year high of 2.66x in 2012. DSC grew during that time period despite higher debt service costs related to the issuance of the 2010 revenue bonds. Beginning in 2012, annual debt service was reduced by the early redemption of approximately $24 million of 1999 revenue bonds, which was a major factor in the growth of the DSC from 2.08x to 2.64x in the period 2011 through 2013. In 2014, DSC dropped as a result of the issuance of the 2013 revenue bonds and it has hovered around the 2.00x level for the period thru 2019.

In 2019, net revenues available for debt service, decreased by $15.2 million resulting primarily from lower toll revenues (down $3.4 million) and lower revenue fund interest income ($11.6 million). Bridge operating and debt service expenses also increased. The aforementioned factors resulted in drop in DCR from 2.21x to 2.04x.

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.

Last Ten Fiscal Years

DEBT SERVICE COVERAGE (In Thousands)

	2019 ***	2018	2017	2016	2015	2014	2013	2012	2011 *	2010 *
Revenues available for Debt Service:										
Bridge operating	$ 338,960	$ 342,789	$ 337,393	$ 326,453	$ 313,675	$ 304,969	$ 300,314	$ 299,182	$ 272,734	$ 248,632
Interest income	397	3,145	561	527	157	152	152	154	155	156
	339,357	345,934	337,954	326,980	313,832	305,121	300,466	299,336	272,889	248,788
Less expenses:										
Bridge operating	57,235	53,550	54,116	50,737	47,885	53,466	53,042	56,325	49,369	56,354
General and administration	57,063	59,939	51,938	59,558	48,378	41,347	38,932	44,277	40,536	46,272
	114,298	113,489	106,054	110,295	96,263	94,813	91,974	100,602	89,905	102,626
Add:										
GASB 45 Expense (exclusive of PATCO)	4,386	3,439	3,635	3,843	4,694	4,694	400	1,635	1,005	6,012
Interest Income:										
1998, 1999, 2008, 2010, 2013 and 2018 Revenue Bonds	2,706	11,549	2,666	2,889	2,342	2,349	2,352	2,086	2,387	983
	7,092	14,988	6,301	6,204	7,036	7,043	2,752	3,721	3,392	6,995
Net revenues available for Debt Service:										
1998 Revenue Bond Indenture	$ 232,151	$ 247,433	$ 238,201	$ 222,889	$ 224,605	$ 217,351	$ 211,244	$ 202,455	$ 186,376	$ 153,157
Debt Service (Revenue Bonds):**										
Swap Payments (net)		$ 18,430	$ 24,634	$ 28,835	$ 32,351	$ 34,681	$ 36,206	$ 37,736	$ 39,250	$ 40,687
1998, 1999 Revenue Bonds		-	-	-	-	-	-	6,450	19,391	26,956
2008 Revenue Refunding Bonds		25,517	23,188	20,839	18,648	17,746	15,775	15,155	14,534	12,497
2010 Revenue Bonds		12,997	15,429	15,429	15,429	15,429	15,429	15,429	15,429	7,114
2010 Revenue Refunding Bonds		30,052	27,201	24,288	21,560	20,445	11,805	1,245	1,033	1,149
2013 Revenue Bonds	$ 23,655	23,655	23,655	23,655	23,655	23,655	854	-	-	-
2018 Revenue Bonds	90,291	1,248	-	-	-	-	-	-	-	-
Total Debt Service	$ 113,946	$ 111,899	$ 114,107	$ 113,046	$ 111,643	$ 111,956	$ 80,069	$ 76,015	$ 89,637	$ 88,403
Debt Service coverage (Times) :										
1998 Bond Indenture	2.04	2.21	2.09	1.97	2.01	1.94	2.64	2.66	2.08	1.73

* During 2011, the Authority changed its accounting method to remove the projected costs of bridge repainting. Figures for 2010 have been restated.
** Debt service for the years 2010 through 2016 have been restated.
*** The Authority's variable rate debt (revenue refunding bonds) and swaps were terminated in 2018.

FUNDED DEBT* (In Thousands)

	2019	2018	2017 *	2016 *	2015 *	2014 *	2013 *	2012 *	2011 *	2010
Outstanding Revenue Bond related debt	$ 1,260,928	$ 1,274,676	$ 1,298,855	$ 1,341,686	$ 1,382,263	$ 1,420,724	$ 1,450,720	$ 978,185	$ 1,034,519	$ 1,065,375
Outstanding Port District Project Bond debt	129,061	142,796	155,966	168,603	180,735	192,454	203,995	209,603	314,470	303,554
Total outstanding debt	$ 1,389,989	$ 1,417,472	$ 1,454,821	$ 1,510,289	$ 1,562,998	$ 1,613,178	$ 1,654,715	$ 1,187,788	$ 1,348,989	$ 1,368,929

* Figures for 2011 through 2019 include the implementation of Governmental Accounting Standards Board Statement No. 65, *Items Previously Reported as Assets and Liabilities.*

RATIO OF DEBT PER CUSTOMER (Based on Revenue Bond debt) (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Outstanding Revenue Bond related debt	$ 1,260,928	$ 1,274,676	$ 1,298,855	$ 1,341,686	$ 1,382,263	$ 1,420,724	$ 1,450,720	$ 978,185	$ 1,034,519	$ 1,065,375
Total annual debt service related to Revenue Bonds	$ 113,946	$ 78,365	$ 114,107	$ 116,201	$ 111,643	$ 111,956	$ 80,069	$ 76,015	$ 89,637	$ 88,403
Total traffic	53,104	53,270	52,904	51,805	49,205	47,832	47,880	48,080	48,992	50,414
Outstanding Revenue Bond debt per customer	$ 23.74	$ 23.93	$ 24.55	$ 25.90	$ 28.09	$ 29.70	$ 30.30	$ 20.34	$ 21.12	$ 21.13
Outstanding total bond debt per customer	$ 26.17	$ 26.61	$ 27.50	$ 29.15	$ 31.77	$ 33.73	$ 34.56	$ 24.70	$ 27.53	$ 27.15
Debt service per customer	$ 2.15	$ 1.47	$ 2.16	$ 2.24	$ 2.27	$ 2.34	$ 1.67	$ 1.58	$ 1.83	$ 1.75

Source: The Authority

DEMOGRAPHIC AND ECONOMIC DATA (Unaudited)

The following figures provide four key external factors during the ten years from 2009-2018 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 (2018 is the latest year for which this information is available), population increased in the Pennsylvania counties by 3.47% (about 138,513) since 2009. The unemployment rate in the Philadelphia counties for the period of 2009 through 2018 reflected a high of 8.63% in 2012 and a low of 4.21% in 2018. Seven of the top ten employers in the Pennsylvania counties were health care organizations. There was an increase in the population of the Pennsylvania counties by approximately 0.21%, from 2017 to 2018, an increase of about 8,500 people. The unemployment rate decreased from 4.78% to 4.21% during 2017 versus 2018.

Population increased in the New Jersey counties by 0.06% (about 1,500 people) since 2009, however there was a population decrease from 2017 to 2018 by 11,200 people, or 0.46%. The unemployment rate in the New Jersey counties for the period of 2009 through 2018 reflected a high of 10.82% in 2012 and a low of 4.69% in 2018. The unemployment rate decreased from 5.29% in 2017 to 4.69% in 2018. Four of the top ten employers were health care organizations and three 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.

Last Ten Fiscal Years

PENNSYLVANIA PORT DISTRICT

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Population (1)	4,127,734	4,119,268	4,095,710	4,093,516	4,081,572	4,067,265	4,053,493	4,033,385	4,013,504	3,989,221
Total Personal Income (1)	$282,112,667	$270,935,037	$260,561,830	$251,261,143	$241,144,698	$229,839,578	$227,744,849	$213,170,968	$201,303,429	$191,120,068
Per Capita Personal Income (1)	$68,346	$65,773	$63,618	$61,380	$59,081	$56,510	$56,185	$52,852	$50,157	$47,909
Unemployment Rate (2)	4.21%	4.78%	5.17%	5.30%	5.98%	7.60%	8.63%	8.14%	8.36%	7.91%

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	41,676	1.33%	6. Temple University Health System	9,722	0.31%
2. Thomas Jefferson University & Jefferson Health	30,500	0.97%	7. Bayada Home Health Care	8,806	0.28%
3. Comcast Corporation	14,444	0.46%	8. Einstein Healthcare Network	8,800	0.28%
4. Mainline Health	11,000	0.35%	9. Independence Health Group	7,403	0.24%
5. Drexel University	10,225	0.33%	10. Wells Fargo Bank, N.A.	6,138	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

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Population (1)	2,417,089	2,428,265	2,425,552	2,426,511	2,429,015	2,427,966	2,429,417	2,427,092	2,424,005	2,415,545
Total Personal Income (1)	$130,016,858	$125,526,033	$120,512,111	$117,756,428	$113,026,005	$109,187,163	$107,985,081	$105,590,941	$101,444,769	$99,501,765
Per Capita Personal Income (1)	$53,791	$51,694	$49,684	$48,529	$46,532	$44,971	$44,449	$43,505	$41,850	$41,192
Unemployment Rate (2)	4.69%	5.29%	5.68%	6.82%	7.99%	9.62%	10.82%	10.75%	10.33%	9.90%

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

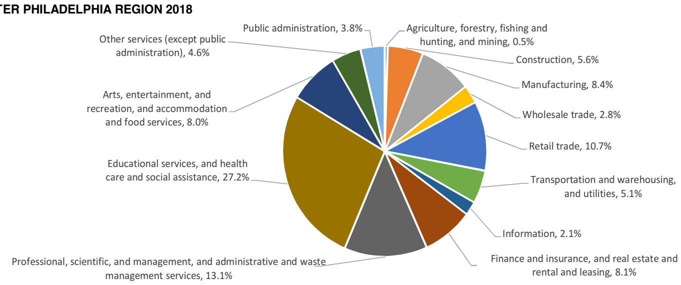
NEW JERSEY PORT DISTRICT TOP TEN EMPLOYERS

	# of Employees	% of Employment		# of Employees	% of Employment
1. ACCU Staffing Services	27,530	0.88%	6. Rowan University	4,463	0.14%
2. CVS Health	9,600	0.31%	7. NFI	1,790	0.06%
3. Virtua	9,202	0.29%	8. Stockton University	1,598	0.05%
4. Cooper University Health Care	7,362	0.24%	9. Rutgers University - Camden	1,100	0.04%
5. Inspira Health	5,915	0.19%	10. American Water	875	0.03%

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

EMPLOYMENT SHARES BY SECTOR: GREATER PHILADELPHIA REGION 2018



Source: American Community Survey

OPERATING INFORMATION (Unaudited)

Overall bridge operating revenues, and more specifically bridge toll revenues, have shown positive year-to-year growth for the ten-year period shown below, with the exception of 2019 activity. Toll revenues beginning in 2012 increased sharply relative to prior years, due to the mid-year 2011 toll increase. Since 2017, bridge operating revenues have exceeded $330 million. During 2018, net toll revenues reached $335.6 million annually, the highest in DRPA history. These higher revenues were largely attributable to a 366 thousand increase in total traffic activity (especially commercial vehicle) during 2018. During 2019, bridge operating revenues decreased by $3.8 million, or by 1.12%, primarily due to the drop in net toll revenues of $3.4 million. (The lower toll revenues reflected reduced traffic of 166 thousand vehicles). Total revenues for 2019 still are the second highest total in DRPA history.

General expenses which had fallen below $200 million in 2013, increased beyond this level beginning in 2014, as interest expense rose due to the issuance of new bonds in December 2013. In 2019, general expenses totaled $233.3 million, down $1.1 million (or 0.46%), from the previous year, largely due to reduced interest expense (of $5.0 million) offsetting most of the increases in DRPA and PATCO expenses. (2018 total expenses had reflected a small $1.6 million increase vs. 2017).

During 2011 and 2012, capital expenditures, exceeded $100 million for the first times during the ten-year period shown, with 2011 expenditures exceeding $158 million. During 2014 through 2017, capital expenditures averaged around $130 million a year. The large increase in 2018 was related to several major projects such as the PATCO Transit Car Overhaul and Lindenwold Viaduct and Track rehab, the BFB Bike and Pedestrian Walkway and the deleading and repainting at Commodore Barry and Walt Whitman bridges. In 2019, the Authority's capital expenditures dropped to $118.3 million from the very high expenditure levels experienced in 2018 ($168.3 million). 2018 expenditure levels were $35.1 million higher than 2017 expenditure levels. The decrease in 2019 expenditures was primarily due to major projects rolling off and delays in some major projects. Capital expenditures were funded with bond project and General Funds and some federal funding.

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.

Last Ten Fiscal Years

BRIDGE OPERATING REVENUES (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Toll revenues by vehicle classification:										
Automobiles & light trucks	$ 241,636	$ 242,316	$ 240,079	$ 234,982	$ 225,263	$ 219,197	$ 219,379	$ 220,379	$ 201,483	$ 184,439
Trucks	85,235	86,609	85,548	81,352	76,389	72,377	68,298	66,087	60,383	54,856
Buses	2,215	2,376	2,383	2,354	2,189	2,278	2,310	2,370	2,271	2,074
Senior citizens	2,641	2,709	2,860	3,010	3,037	3,113	3,360	3,512	3,123	2,308
Other	390	460	418	680	362	302	516	462	425	202
Total toll revenues	332,117	334,470	331,288	322,378	307,240	297,267	293,863	292,810	267,685	243,879
E-ZPass CSC Revenue Allocation	-	(200)	249	(2,600)						
Other toll revenues	114	1,318	-	-						
Net toll revenues	$ 332,231	$ 335,588	$ 331,537	$ 319,778						
Other bridge operating revenues	6,729	7,201	5,856	6,675	6,435	7,702	6,451	6,372	5,049	4,753
Total bridge operating revenues	$ 338,960	$ 342,789	$ 337,393	$ 326,453	$ 313,675	$ 304,969	$ 300,314	$ 299,182	$ 272,734	$ 248,632

On July 1, 2011, the Authority implemented the second phase of a new bridge toll schedule which increased tolls in each vehicle class. On December 1, 2015, the Authority reinstituted 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 (In Thousands)

	2019 *	2018 *	2017 *	2016 *	2015 *	2014	2013	2012	2011	2010
Bridge operations:										
Salaries and employee benefits	$ 50,560	$ 46,665	$ 47,739	$ 44,836	$ 39,605	$ 35,955	$ 34,184	$ 32,790	$ 30,743	$ 31,743
Equipment and supplies	1,242	984	1,323	991	203	187	209	159	194	259
Maintenance and repairs	2,140	2,511	1,807	1,996	3,408	3,905	3,356	1,990	3,327	3,433
Utilities	1,361	1,329	1,323	1,393	1,597	2,256	1,591	1,636	1,694	2,819
Insurance	-	-	-	-	-	3,053	5,719	2,877	4,974	5,765
Other	1,932	2,061	1,924	1,521	3,072	8,110	7,983	16,873	8,437	12,335
Total bridge operations	57,235	53,550	54,116	50,737	47,885	53,466	53,042	56,325	49,369	56,354
PATCO transit system:										
Maintenance of way and power	13,557	13,624	13,153	12,363	12,308	11,469	11,263	10,770	10,865	11,261
Maintenance of equipment	7,696	7,363	6,406	9,009	7,256	6,728	6,547	6,157	6,149	7,666
Purchased power	4,225	4,055	3,908	3,776	4,396	4,712	4,688	4,270	5,230	5,667
Transportation	20,483	19,799	18,727	17,558	17,368	16,070	16,015	15,012	14,347	13,986
General and administration										
General insurance	1,499	1,282	1,774	1,036	1,902	2,564	1,583	1,276	4,288	876
Administration	9,370	7,535	6,430	6,370	6,029	5,587	4,298	4,771	4,011	8,059
Total PATCO transit system	56,830	53,658	50,398	50,112	49,259	47,130	44,394	42,256	44,890	47,515
Community impact	500	500	3,791	3,790	3,781	3,745	3,688	3,611	3,560	3,473
General and administration	57,063	59,939	51,938	59,558	48,378	41,347	38,932	44,277	40,536	46,272
Port of Philadelphia and Camden	-	-	-	-	49	189	62	29	246	824
Interest	61,671	66,736	72,556	74,419	75,792	78,377	58,784	66,540	77,870	72,527
Total expenses	$ 233,299	$ 234,383	$ 232,799	$ 238,616	$ 225,144	$ 224,254	$ 198,902	$ 213,038	$ 216,471	$ 226,965

In 2019, total expenses decreased by $1.1 million or by 0.46%, largely a result of lower interest costs (down $5.0 million), which offset increases in bridge and PATCO transit system operating expenses. From 2010 through 2013, total general expenses at DRPA and PATCO reflected a downward trend, decreasing from $226.97 million in 2010 to $198.9 million, a 14.1% decrease over the period. Total expenses for 2013 dropped below $200 million annually, the first time this had happened since 2006. Beginning in 2014, interest expense increased significantly due to the issuance of the 2013 revenue bonds, which greatly impacted total expenses. In 2018, interest expense decreased to $66.74 million, a decrease of $5.82 million or 8.02%, in part due to defeasance of the 2010 bonds in November 2018. In 2018, DRPA G&A expenses increased by $8.0 million. The increase in G&A was principally attributable to the biennial inspection and bond issuance costs.

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

OPERATING INFORMATION (Unaudited) (Continued)

OPERATING STATISTICS (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
DRPA										
Total Traffic	53,104	53,270	52,904	51,805	49,205	47,832	47,880	48,080	48,992	50,414
Non-Commercial Traffic	49,769	49,927	49,600	48,668	46,340	45,119	45,309	45,575	46,450	47,811
Commercial Traffic	3,335	3,343	3,304	3,137	2,865	2,713	2,571	2,505	2,542	2,603
Average Daily Traffic	145	146	145	142	135	131	131	132	134	138
Average Toll per Customer	$ 6.25	$ 6.28	$ 6.26	$ 6.22	$ 6.24	$ 6.21	$ 6.14	$ 6.09	$ 5.46	$ 4.84
E-ZPass Traffic	36,157	35,827	34,941	33,569	31,342	30,182	29,635	29,098	28,983	28,911
% of E-ZPass Traffic	68.1%	67.3%	66.0%	64.8%	63.7%	63.1%	61.9%	60.5%	59.2%	57.3%
PATCO										
Total Passengers	11,107	10,791	10,839	10,653	10,169	10,007	10,542	10,613	10,506	10,109
Average Daily Passengers	30	30	30	29	28	27	29	29	29	28
Average Fare Per Passenger	$ 2.44	$ 2.43	$ 2.45	$ 2.45	$ 2.45	$ 2.42	$ 2.46	$ 2.45	$ 2.28	$ 2.17

Average fare per passenger based on PATCO net passenger fare revenues

For 2016 through 2019, average toll is calculated on the gross toll revenues. Please see Note 16 for more information.

Source: DRPA Revenue Audit

FULL TIME AUTHORITY EMPLOYEES

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
DRPA	576	583	574	558	568	564	572	567	564	582
PATCO	326	313	315	309	306	302	308	296	302	309
Total Full-time	902	896	889	867	874	866	880	863	866	891

Source: DRPA Human Resources

CAPITAL EXPENDITURES (In Thousands)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Bridge and Transit System	$ 118,342	$ 168,336	$ 133,218	$ 124,092	$ 137,267	$ 131,993	$ 87,468	$ 118,056	$ 158,812	$ 71,494

Source: DRPA Accounting

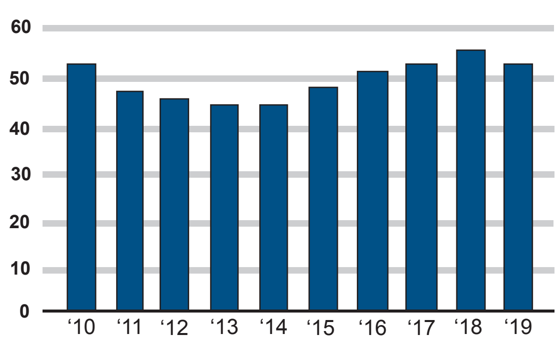
CAPITAL ASSET STATISTICS

Facility - Lane Miles	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Walt Whitman Bridge										
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
Ben Franklin Bridge										
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
Betsy Ross Bridge										
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
Commodore Barry Bridge										
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

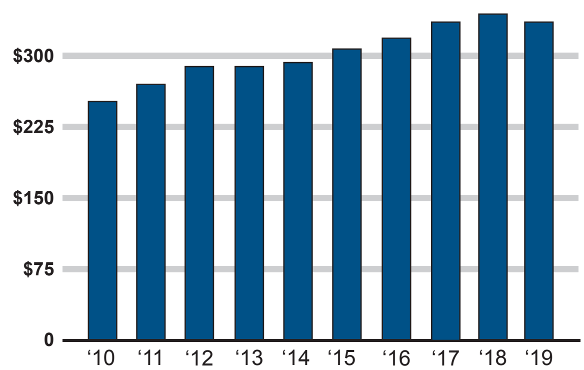
Source: DRPA Engineering

Bridge & PATCO Operations

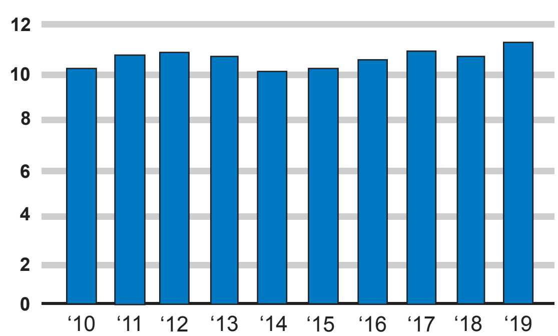
DRPA Bridge Traffic 2010-2019
(in millions of vehicles)



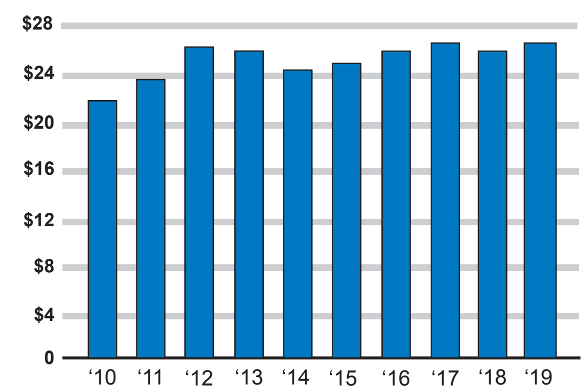
DRPA Bridge Toll Revenues 2010-2019
(in millions of dollars)



PATCO Passenger Ridership 2010-2019
(in millions of passengers)

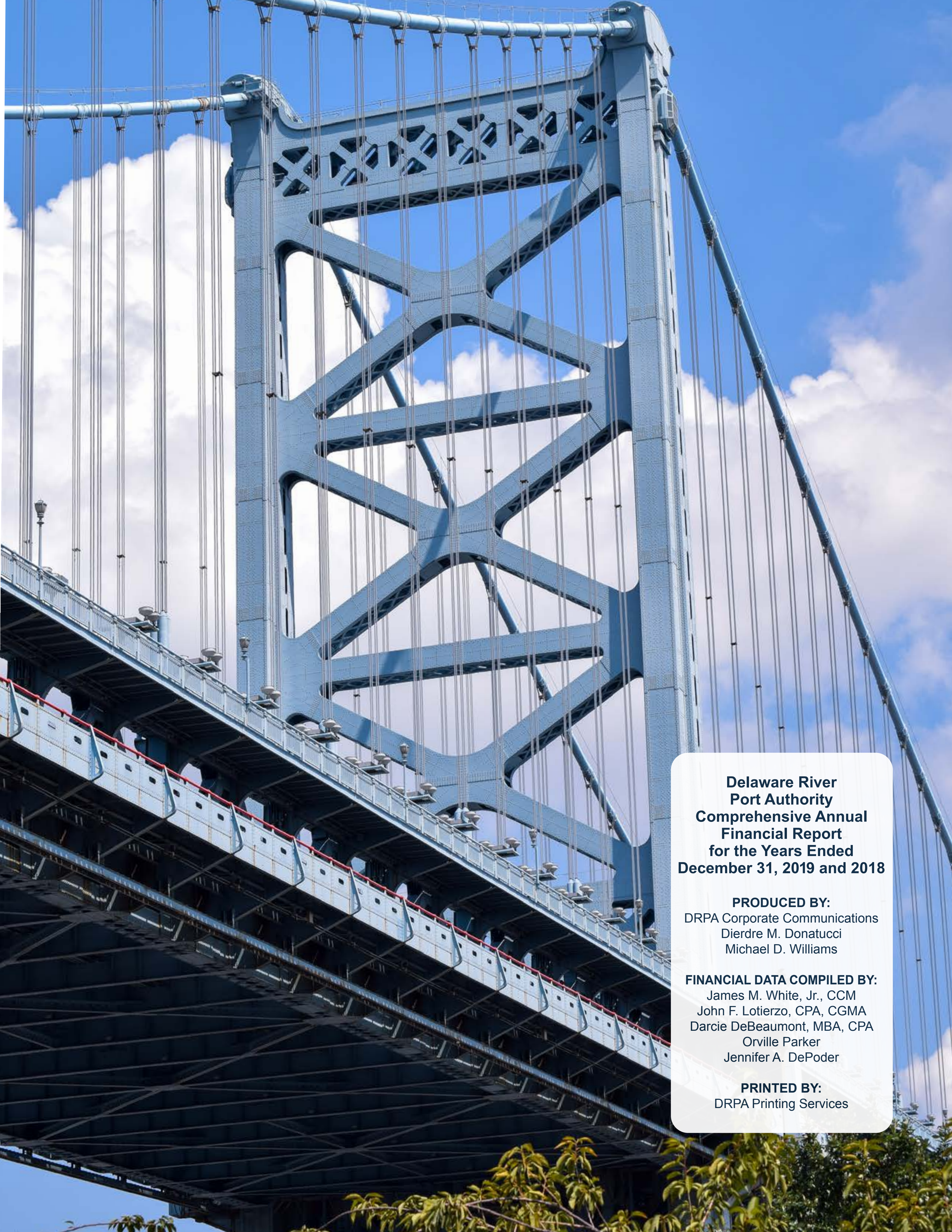


PATCO Passenger Fare Revenues 2010-2019
(in millions of dollars)



Notes:

- On July 1, 2011, the Authority implemented the second phase of a new bridge toll schedule which increased tolls in each vehicle class and a 10% PATCO passenger fare increase.
- On December 1, 2015, the Authority reinstituted the E-ZPass frequent bridge traveler credit program.



Delaware River Port Authority Comprehensive Annual Financial Report for the Years Ended December 31, 2019 and 2018

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Christopher P. Morrill

Executive Director/CEO

For the twenty-seventh consecutive year the Delaware River Port Authority was awarded the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada for its 2018 Comprehensive Annual Financial Report.

DELAWARE RIVER PORT AUTHORITY OF PENNSYLVANIA & NEW JERSEY

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