

OFFICIAL STATEMENT DATED FEBRUARY 4, 2026

**\$350,000,000 THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
CONSOLIDATED BONDS, TWO HUNDRED FIFTY-FIRST SERIES**

Except to the extent otherwise set forth in this Official Statement, this Official Statement applies to Consolidated Bonds, Two Hundred Fifty-First Series, such series being referred to in this Official Statement as the "Bonds."

The Bonds are direct and general obligations of The Port Authority of New York and New Jersey pledging the full faith and credit of the Port Authority for the payment of principal thereof and interest thereon. The Bonds are secured equally and ratably with all other Consolidated Bonds (which includes Consolidated Notes) heretofore or hereafter issued by a pledge of (a) the net revenues of all existing facilities of the Port Authority and any additional facilities which may hereafter be financed or refinanced in whole or in part through the medium of Consolidated Bonds, (b) the General Reserve Fund of the Port Authority equally with other obligations of the Port Authority secured by the General Reserve Fund and (c) the Consolidated Bond Reserve Fund established in connection with Consolidated Bonds. The Port Authority has no power to levy taxes or assessments. The Port Authority's bonds, notes and other obligations are not obligations of the States of New York and New Jersey or of either of them and are not guaranteed by said States or by either of them.

Ratings: Each rating below reflects only the view of the ratings service issuing such rating and is not a recommendation by such ratings service to purchase, sell or hold any maturity of the Bonds or as to market price or suitability of any maturity of the Bonds for a particular investor. An explanation of the significance of a rating may be obtained from the ratings service issuing such rating. There is no assurance that any rating on the Bonds will continue for any period of time or that it will not be revised or withdrawn. A revision or withdrawal of a rating on the Bonds may have an effect on the market price of the Bonds.

Moody's Investors Service: Aa3

S&P: AA-

Fitch Ratings: AA-

Delivery: The Consolidated Bonds, Two Hundred Fifty-First Series (the "Two Hundred Fifty-First Series Bonds") shall be delivered upon original issuance on or about February 12, 2026, on a full book-entry basis. (See "*Denominations, Registration and Exchange*" and "*Delivery*" in Section I hereof.)

Legal Opinion: In connection with the delivery upon original issuance of the Bonds by the Port Authority to the Underwriters (as defined at "*Underwriters*" in Section I hereof), Bond Counsel (see "*Bond Counsel*" in Section I hereof) shall render a legal opinion on such date of delivery, based upon an analysis of existing laws, regulations, rulings and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, to the effect that interest on the Bonds is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 (the "Code"). Bond Counsel is of the opinion that interest on the Bonds is not a specific preference item for purposes of the federal individual alternative minimum tax, and interest on the Bonds included in adjusted financial statement income of certain corporations is not excluded from the federal corporate alternative minimum tax. Bond Counsel is of the opinion that the Bonds and interest thereon are exempt from any and all taxation (except estate, inheritance and gift taxes) imposed directly thereon by the States of New York and New Jersey or by any political subdivision thereof. A complete copy of the proposed form of opinion of Bond Counsel, setting forth its scope and conditions, is set forth at "*Form of Legal Opinion of Bond Counsel*" in Section VI hereof.

Orrick, Herrington & Sutcliffe LLP shall serve as Bond Counsel and Disclosure Counsel for the Port Authority in connection with the issuance of the Bonds. General Counsel of the Port Authority will pass upon certain legal matters pertaining to the Bonds for the Port Authority. Norton Rose Fulbright US LLP and the Law Offices of Joseph C. Reid, P.A. shall pass upon certain legal matters pertaining to the Bonds for the Underwriters.

This cover page contains certain information for quick reference only; it is not a summary of the terms of the Bonds. This Official Statement must be read in its entirety to obtain information essential to the making of an informed decision with respect to the Bonds. The information and expressions of opinion in this Official Statement are subject to change without notice, and future use of this Official Statement shall not otherwise create any implication that there has been no change in the matters referred to in this Official Statement since the date hereof. The Port Authority has not taken any action in connection with this Official Statement or the Bonds that would permit a public offering of the Bonds or the distribution of any information in connection with the Bonds and the Port Authority and its finances in any jurisdiction where action for that purpose is required. This Official Statement does not constitute an offer to sell, or a solicitation of an offer to buy, any of the Bonds, in any jurisdiction, to any person to whom it is unlawful to make such an offer or solicitation in such jurisdiction.

Siebert Williams Shank

BofA Securities

J.P. Morgan

Ramirez & Co., Inc.

Academy Securities

RBC Capital Markets

\$350,000,000
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
CONSOLIDATED BONDS, TWO HUNDRED FIFTY-FIRST SERIES

Dated: Date of delivery.

Maturities: \$350,000,000 in total aggregate principal amount of Consolidated Bonds, Two Hundred Fifty-First Series (the “Two Hundred Fifty-First Series Bonds”), shall be issued as serial bonds and term bonds as follows:

Maturity Dates, Principal Amounts, Stated Rates of Interest, Yields and CUSIP Numbers[†]

\$168,195,000 Serial Bonds
Subject to Redemption Prior to Maturity as Set Forth Herein

Maturity Date	Principal Amount	Stated Rate of Interest	Yield [*]	CUSIP Number [†]
August 15, 2037	\$10,565,000	5.00%	2.79%	73358XRK0
August 15, 2038	11,095,000	5.00	2.93	73358XRL8
August 15, 2039	11,650,000	5.00	3.14	73358XRM6
August 15, 2040	12,235,000	5.00	3.21	73358XRN4
August 15, 2041	12,845,000	5.00	3.35	73358XRP9
August 15, 2042	13,485,000	5.00	3.50	73358XRQ7
August 15, 2043	14,160,000	5.00	3.65	73358XRR5
August 15, 2044	14,870,000	5.00	3.78	73358XRS3
August 15, 2045	15,610,000	5.00	3.95	73358XRT1
August 15, 2046	16,395,000	5.00	4.08	73358XRU8
August 15, 2047	17,210,000	5.00	4.15	73358XRV6
August 15, 2048	18,075,000	5.00	4.23	73358XRW4

\$59,820,000 5.00% Term Bonds Due August 15, 2051 – Yield 4.43%*
CUSIP Number[†] 73358XRX2

\$121,985,000 5.25% Term Bonds Due August 15, 2056 – Yield 4.48%*
CUSIP Number[†] 73358XRY0

Term Bonds Subject to Redemption Prior to Maturity as Set Forth Herein

[†] Copyright, American Bankers Association (the “ABA”). CUSIP data herein are provided by CUSIP Global Services, which is managed on behalf of the ABA by FactSet Research Systems Inc. The CUSIP numbers listed herein are being provided solely for the convenience of bondholders only at the time of issuance of the Bonds and neither the Port Authority nor the Underwriters makes any representation with respect to such numbers nor undertakes any responsibility for their accuracy now or at any time in the future. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Bonds.

* Yields are calculated to the optional call date of February 15, 2036.

Optional Redemption: The Two Hundred Fifty-First Series Bonds shall be subject to redemption prior to maturity, in whole, or, from time to time in part, at the Port Authority’s option, on prior notice on the date to be fixed for redemption in such notice, at 100% of face value on any such date of redemption beginning on February 15, 2036 and thereafter prior to maturity, plus accrued interest until the date fixed for redemption.

Mandatory Periodic Retirement: When necessary to meet the schedule of mandatory periodic retirement for the Two Hundred Fifty-First Series Bonds maturing on August 15, 2051, such Two Hundred Fifty-First Series Bonds shall be subject to redemption, on prior notice, on August 15, 2049 and on any August 15 thereafter prior to maturity, at 100% of face value, plus accrued interest until the date fixed for redemption.

When necessary to meet the schedule of mandatory periodic retirement for the Two Hundred Fifty-First Series Bonds maturing on August 15, 2056, such Two Hundred Fifty-First Series Bonds shall be subject to redemption, on prior notice, on August 15, 2052 and on any August 15 thereafter prior to maturity, at 100% of face value, plus accrued interest until the date fixed for redemption.

Interest: Interest on each maturity of the Two Hundred Fifty-First Series Bonds shall accrue on and after the date of delivery upon original issuance of the Two Hundred Fifty-First Series Bonds until the maturity or, to the extent applicable, the prior redemption of such maturity, and shall be payable semiannually commencing on August 15, 2026 and on each February 15 and August 15 thereafter until maturity or, to the extent applicable, the prior redemption of such maturity, at the stated rate of interest per annum specified for such maturity.

For additional information pertaining to the Two Hundred Fifty-First Series Bonds, see “*Description of the Bonds—Description of the Two Hundred Fifty-First Series Bonds*” and “*Additional Information Pertaining to the Bonds*” in Section I hereof.

\$350,000,000
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
CONSOLIDATED BONDS, TWO HUNDRED FIFTY-FIRST SERIES

Except to the extent otherwise set forth in this Official Statement, this Official Statement applies to Consolidated Bonds, Two Hundred Fifty-First Series, such series being referred to in this Official Statement as the “Bonds.”

The purpose of this Official Statement (including the cover page) of The Port Authority of New York and New Jersey (the “Port Authority”) is to describe the Bonds and to give pertinent data with respect to the Port Authority and its finances. The information and expressions of opinion in this Official Statement are subject to change without notice, and future use of this Official Statement shall not otherwise create any implication that there has been no change in the matters referred to in this Official Statement since the date hereof. The Port Authority has not taken any action in connection with this Official Statement or the Bonds that would permit a public offering of the Bonds or the distribution of any information in connection with the Bonds and the Port Authority and its finances in any jurisdiction where action for that purpose is required. This Official Statement does not constitute an offer to sell, or a solicitation of an offer to buy, any of the Bonds, in any jurisdiction, to any person to whom it is unlawful to make such an offer or solicitation in such jurisdiction. The execution of this Official Statement has been duly authorized by the Port Authority.

To the extent the information in this Official Statement contains “forward-looking statements” within the meaning of Section 21E of the Securities Exchange Act of 1934, such statements may involve known and unknown risks, uncertainties, and other factors which may cause the actual results, performance and achievements to be materially different from future results, performance and achievements expressed or implied by any forward-looking statements. Actual results could differ materially from those set forth in the forward-looking statements.

THE PORT AUTHORITY
OF NEW YORK AND NEW JERSEY

By: /s/ Elizabeth M. McCarthy
Elizabeth M. McCarthy
Chief Financial Officer

Dated: New York, New York February 4, 2026

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SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

General

The Port Authority is a municipal corporate instrumentality and political subdivision of the States of New York and New Jersey, created and existing by virtue of the Compact of April 30, 1921, made by and between the two States, and thereafter consented to by the Congress of the United States. In the Compact, the two States recited their confident belief that a better coordination of the terminal, transportation and other facilities of commerce in the Port of New York would result in great economies benefiting the nation as well as the States and that the future development of such facilities would require the cordial cooperation of the States in the encouragement of the investment of capital and in the formulation and execution of necessary plans. The two States also recited that such result could best be accomplished through the cooperation of the two States by and through a joint or common agency, and to that end, after pledging, each to the other, faithful cooperation in the future planning and development of the Port of New York, they created the Port of New York District (the “Port District”) and The Port of New York Authority, the name of which was changed, effective July 1, 1972, to “The Port Authority of New York and New Jersey.” The Compact has been amended and supplemented from time to time by legislation adopted by the two States.

Description of the Port Authority

Facilities

In general, the purpose of the States of New York and New Jersey in establishing the Port Authority was to provide transportation, terminal and other facilities of commerce within the Port District. For such purpose the States have from time to time authorized and directed specific transportation and terminal facilities and facilities of commerce and economic development, and have given the Port Authority power to borrow money upon its bonds or other obligations, to establish charges for the use of such facilities and, in connection with specific facilities, to acquire real and personal property by condemnation or the exercise of the right of eminent domain or otherwise. The Port District comprises an area of about 1,500 square miles in both States, centering about New York Harbor. The Port District includes the Cities of New York and Yonkers in New York State, and the Cities of Newark, Jersey City, Bayonne, Hoboken and Elizabeth in the State of New Jersey, and over 200 other municipalities, including all or part of seventeen counties, in the two States.

The Port Authority’s facilities include two tunnels and four bridges between the States of New York and New Jersey, the Hudson Tubes network, including the Port Authority Trans-Hudson system (“PATH” or the “PATH system”), two bus terminals, the Trans-Hudson ferry service, five airports, the World Trade Center, five marine terminals, two waterfront development facilities, four industrial development facilities, a resource recovery facility and certain regional development facilities. From time to time on the basis of determinations by the Port Authority that such property was no longer required for the purposes for which it was acquired, the Port Authority has sold certain real property constituting all or part of certain facilities. Descriptions of the Port Authority’s facilities appear at “*Description of the Port Authority and Its Facilities*” in Section II hereof. Information pertaining to capital investment in such facilities as of December 31, 2024 and September 30, 2025, and significant capital projects as of September 30, 2025, appear at “*Information on Capital Investment in Certain Port Authority Facilities*” and “*Significant Capital Projects*” in Section II hereof. Facility activity for calendar year 2024 appears in “*APPENDIX A—Financial Statements as of and*

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

for the Years Ended December 31, 2024 and December 31, 2023 and Appended Notes” (hereinafter referred to as “Appendix A”). Certain facility traffic information for the nine-month period ended September 30, 2025 appears in “*APPENDIX B—Condensed Enterprise Fund Financial Statements as of and for the Nine-Month Period Ended September 30, 2025 (Unaudited)*” (hereinafter referred to as “Appendix B”).

Finances

The Port Authority raises the necessary funds for the improvement, construction or acquisition of its facilities primarily upon the basis of its own credit. The Port Authority has no power to levy taxes or assessments. Its bonds, notes and other obligations are not obligations of the two States or of either of them, and are not guaranteed by the States or by either of them.

The revenues of the Port Authority are derived principally from the tolls, fares, takeoff and landing fees, dockage fees, rentals and other charges for the use of, and privileges at, certain of the Port Authority’s facilities; other facilities operate at a deficit, do not generate surplus revenue or are non-revenue producing to the Port Authority. It is expected that increases in the Port Authority’s tolls, fares, takeoff and landing fees, dockage fees, rentals and other charges will be necessary from time to time, that planned capital expenditures will be curtailed or that reductions in services and associated expenditures will occur, or all such actions, so that the costs of operations, including expenses incurred with respect to the acquisition of certain equipment by the Port Authority, the payment of debt service and the fulfillment of Port Authority statutory, contractual and other commitments will continue to be provided for, in accordance with the applicable requirements and agreements. All Port Authority net revenues (as defined in the Consolidated Bond Resolution adopted by the Port Authority on October 9, 1952 (the “Consolidated Bond Resolution”), the moneys from time to time available in the Consolidated Bond Reserve Fund established in connection with Consolidated Bonds and the General Reserve Fund equally and ratably secure all Consolidated Bonds as further described in the Consolidated Bond Resolution. Use of net revenues after debt service on Consolidated Bonds may be prioritized among facilities in some cases to comply with applicable federal law. (See Section III hereof, “*Bonds, Notes and Other Obligations.*”)

The Port Authority considers the effect of inflation on its capital and operating budgets and seeks to mitigate the effects of inflation by indexing certain of its tolls, user fees and charges to the annual change in inflation reported in the Consumer Price Index (“CPI”), with automatic increases made upon reaching specified CPI thresholds. Unless otherwise agreed to in a particular instance, the Port Authority uses the Consumer Price Index for All Urban Consumers (CPI-U) to calculate CPI.

The costs of operations, including payment of expenses incurred with respect to the acquisition of certain equipment by the Port Authority, and debt service, are expected to be satisfied from gross operating revenues and income on investments, and capital funds are expected to be provided primarily through the application of the proceeds of issues of Port Authority obligations and from other moneys legally available for such purposes, as appropriate. In order to provide sufficient funds expeditiously and on a temporary basis for certain expenditures, the Port Authority’s annual budget and business planning process provides for temporary applications of available moneys, subject to reimbursement through the subsequent issuance of Port Authority obligations, with the redeployment of such temporarily-allocated amounts for other authorized purposes.

From time to time, at the request of the Governors of the States of New York and New Jersey, the Port Authority participates in certain programs that are deemed essential to the continued economic viability of the States and the region. These programs, which are generally non-revenue producing to the Port Authority, are included by the Port Authority in its budget and business planning process to the extent

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

consistent with the Port Authority's overall financial capacity. (See "*Regional Development*" in Section II hereof and Note H (Regional Facilities and Programs) in Appendix A hereto.)

The purposes for which the Port Authority's various funds, including revenues, can be applied are set forth in various statutes and in the agreements with the holders of its obligations. In order to determine the moneys which are or will become available to meet the requirements of any of the Port Authority's obligations, it is necessary to examine the statutes and resolutions affecting the particular issue. (See Section IV hereof, "*Pertinent Statutes and General Resolutions*"; Section III hereof, "*Bonds, Notes and Other Obligations*"; and Section VI hereof, "*Bond Resolutions and Legal Opinion.*")

Financial Statements

The financial statements of the Port Authority as of and for the years ended December 31, 2024 and December 31, 2023, along with the notes, schedules and other supplementary information (including management's discussion and analysis of the Port Authority's financial performance and activity), and the independent auditors' report pertaining thereto, are set forth in Appendix A hereto. The financial statements of the Port Authority are prepared in accordance with United States generally accepted accounting principles ("GAAP"); Schedules A, B and C have been prepared on a comprehensive basis of accounting in accordance with the requirements of Port Authority bond resolutions, which differs in some respects from GAAP; and the supplemental information presented in Schedules D-1, D-2, D-3, E, F and G is presented for purposes of additional analysis and is not a required part of the financial statements under GAAP.

On March 12, 2025, in connection with the release of the financial statements of the Port Authority as of and for the years ended December 31, 2024 and December 31, 2023, the Executive Director, the Chief Financial Officer and the Comptroller certified that to the best of their knowledge and belief, the financial and other information, including the summary of significant accounting policies described in the financial statements, was accurate in all material respects and was reported in a manner designed to present fairly the Port Authority's enterprise fund and fiduciary fund net position, changes in net position, and cash flows, in conformity with GAAP; and, that on the basis that the cost of internal controls should not outweigh their benefits, the Port Authority has established a comprehensive framework of internal controls to protect its assets from loss, theft, or misuse, and to provide reasonable (rather than absolute) assurance regarding the reliability of financial reporting and the preparation of the financial statements in conformity with GAAP.

While the Port Authority's financial statements as of and for the years ended December 31, 2024 and December 31, 2023 have been audited by a firm of independent auditors, which conducts such audits in accordance with auditing standards generally accepted in the United States of America, the accuracy of the data and the completeness and fairness of the information presented in the financial statements are the responsibility of management of the Port Authority.

The Audit Committee of the Board of Commissioners of the Port Authority meets on a regular basis with the independent auditors and management of the Port Authority, in connection with its oversight of the quality and integrity of the Port Authority's framework of internal controls, compliance systems, and accounting, auditing, and financial reporting processes.

Unaudited condensed enterprise fund financial statements for the Port Authority for the nine-month period ended September 30, 2025 ("Unaudited Third Quarter FS") have been prepared by the Port Authority, solely for general information purposes, in accordance with GAAP, and appear in Appendix B. Such Unaudited Third Quarter FS should be read in conjunction with the financial statements and the related

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

notes and schedules of the Port Authority for the year ended December 31, 2024, set forth in Appendix A hereto.

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SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

Description of the Bonds

Description of the Two Hundred Fifty-First Series Bonds

Purposes

The proceeds of the Two Hundred Fifty-First Series Bonds shall be allocated to capital projects in connection with facilities of the Port Authority and/or for purposes of refunding other obligations of the Port Authority; *provided, however*, that no such allocation will be made if it would result in the characterization of the Two Hundred Fifty-First Series Bonds as “private activity bonds” determined under applicable federal tax principles.

Dated

The Two Hundred Fifty-First Series Bonds shall be dated as of the date of delivery upon original issuance of the Two Hundred Fifty-First Series Bonds (see “*Delivery*” in this Section I).

Maturities

The Two Hundred Fifty-First Series Bonds shall be comprised of \$350,000,000 in total aggregate principal amount, which shall be issued as serial and term bonds as follows:

Serial Bonds — \$168,195,000 in total aggregate principal amount of the Two Hundred Fifty-First Series Bonds shall be issued as serial bonds with the maturity dates and in the principal amounts set forth below, and shall bear interest (see “*Description of the Two Hundred Fifty-First Series Bonds — Interest*” in this Section I) at the stated rate of interest set forth below per annum until maturity or prior redemption.

<u>Maturity Date</u>	<u>Principal Amount</u>	<u>Stated Rate of Interest</u>	<u>Maturity Date</u>	<u>Principal Amount</u>	<u>Stated Rate of Interest</u>
August 15, 2037	\$10,565,000	5.00%	August 15, 2043	\$14,160,000	5.00%
August 15, 2038	11,095,000	5.00	August 15, 2044	14,870,000	5.00
August 15, 2039	11,650,000	5.00	August 15, 2045	15,610,000	5.00
August 15, 2040	12,235,000	5.00	August 15, 2046	16,395,000	5.00
August 15, 2041	12,845,000	5.00	August 15, 2047	17,210,000	5.00
August 15, 2042	13,485,000	5.00	August 15, 2048	18,075,000	5.00

Term Bonds — \$59,820,000 in total aggregate principal amount of the Two Hundred Fifty-First Series Bonds shall be issued as term bonds with the maturity date of August 15, 2051 and shall bear interest (see “*Description of the Two Hundred Fifty-First Series Bonds — Interest*” in this Section I) at the stated rate of interest of 5.00% per annum until maturity or prior redemption.

\$121,985,000 in total aggregate principal amount of the Two Hundred Fifty-First Series Bonds shall be issued as term bonds with the maturity date of August 15, 2056 and shall bear interest (see “*Description of the Two Hundred Fifty-First Series Bonds — Interest*” in this Section I) at the stated rate of interest of 5.25% per annum until maturity or prior redemption.

Optional Redemption

The Two Hundred Fifty-First Series Bonds shall be subject to redemption prior to maturity, in whole, or, from time to time in part, at the Port Authority’s option, on prior notice on the date to be fixed for redemption in such notice, at 100% of face value on any such date of redemption beginning on February

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15, 2036 and thereafter prior to maturity, plus accrued interest until the date fixed for redemption. If less than all of the bonds of the Two Hundred Fifty-First Series then outstanding are to be called for redemption at the option of the Port Authority, the bonds so to be called shall be in inverse order of maturity. If bonds constituting a particular maturity are to be called for redemption at the option of the Port Authority, but not all bonds constituting such maturity are to be called for redemption, the bonds so to be called shall be determined by lot by the Registrar.

Mandatory Periodic Retirement

The Two Hundred Fifty-First Series Bonds maturing August 15, 2051 shall be retired at or prior to maturity, by purchase, call or payment, by the mandatory periodic retirement dates and in at least the cumulative principal amounts shown on the following schedule of mandatory periodic retirement:

<u>Mandatory Periodic Retirement Date</u>	<u>Cumulative Principal Amount</u>
August 15, 2049	\$18,975,000
August 15, 2050	38,900,000
August 15, 2051 [†]	59,820,000

[†] stated maturity

When necessary to meet the schedule of mandatory periodic retirement for such Two Hundred Fifty-First Series Bonds, such Two Hundred Fifty-First Series Bonds shall be subject to redemption, on prior notice, on August 15, 2049 and on any August 15 thereafter prior to maturity, at 100% of face value, plus accrued interest until the date fixed for redemption. If bonds are to be called for redemption to meet the schedule of mandatory periodic retirement for such Two Hundred Fifty-First Series Bonds, the bonds so to be called shall be determined by lot by the Registrar.

The Two Hundred Fifty-First Series Bonds maturing August 15, 2056 shall be retired at or prior to maturity, by purchase, call or payment, by the mandatory periodic retirement dates and in at least the cumulative principal amounts shown on the following schedule of mandatory periodic retirement:

<u>Mandatory Periodic Retirement Date</u>	<u>Cumulative Principal Amount</u>
August 15, 2052	\$21,965,000
August 15, 2053	45,085,000
August 15, 2054	69,420,000
August 15, 2055	95,030,000
August 15, 2056 [†]	121,985,000

[†] stated maturity

When necessary to meet the schedule of mandatory periodic retirement for such Two Hundred Fifty-First Series Bonds, such Two Hundred Fifty-First Series Bonds shall be subject to redemption, on prior notice, on August 15, 2052 and on any August 15 thereafter prior to maturity, at 100% of face value, plus accrued interest until the date fixed for redemption. If bonds are to be called for redemption to meet the schedule of mandatory periodic retirement for such Two Hundred Fifty-First Series Bonds, the bonds so to be called shall be determined by lot by the Registrar.

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Interest

Interest on each maturity of the Two Hundred Fifty-First Series Bonds shall accrue on and after the date of delivery upon original issuance of the Two Hundred Fifty-First Series Bonds until the maturity or, to the extent applicable, the prior redemption of such maturity, and shall be payable semiannually commencing on August 15, 2026 and on each February 15 and August 15 thereafter until the maturity or, to the extent applicable, the prior redemption of such maturity, at the stated rate of interest per annum specified for such maturity.

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SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

Additional Information Pertaining to the Bonds

Security

The Bonds together with all other Consolidated Bonds of the Port Authority (within the meaning of the Consolidated Bond Resolution) heretofore or hereafter issued are direct and general obligations of the Port Authority pledging the full faith and credit of the Port Authority for the payment of principal thereof and interest thereon. (See “*Consolidated Bond Resolution*” in Section III hereof.) The Bonds are secured equally and ratably with all other Consolidated Bonds heretofore or hereafter issued by a pledge of (a) the net revenues of all existing facilities of the Port Authority and any additional facilities which may hereafter be financed or refinanced in whole or in part through the medium of Consolidated Bonds (see “*General and Refunding, Air Terminal and Marine Terminal Bonds*” in Section III hereof, which states that the Port Authority has fully satisfied, when due, as scheduled, all debt service requirements on all prior lien bonds of the Port Authority), (b) the General Reserve Fund of the Port Authority equally with other obligations of the Port Authority secured by the General Reserve Fund (see “*General Reserve Fund*” in Section III hereof) and (c) the Consolidated Bond Reserve Fund established in connection with Consolidated Bonds (see “*Consolidated Bonds—Consolidated Bond Reserve Fund*” in Section III hereof).

Denominations, Registration and Exchange

The Bonds shall be in fully registered form, registered as to both principal and interest and not as to either alone. During the period in which a book-entry system is applicable to the Bonds, the sole registered holder of the Bonds shall be the Depository (as defined at “*Delivery*” in this Section I) or its nominee, and, unless otherwise determined by the Port Authority, the only authorized denominations for the Bonds shall be the aggregate principal amount of each maturity of the Bonds, as reduced from time to time prior to stated maturity in connection with redemptions or retirements with respect to such maturity. The only authorized denominations for beneficial ownership interests in the Bonds shall be \$5,000 and integral multiples of \$5,000. The book-entry system applicable to the Bonds with the Depository may be discontinued by either the Depository or the Port Authority. In the event the book-entry system is discontinued, if the Port Authority selects another qualified securities depository to become the Depository, the Registrar shall register and deliver a replacement bond for each maturity of the Bonds, fully registered in the name of such depository or its nominee, of like tenor of each maturity of the Bonds then outstanding, in accordance with instructions to be given by the depository to be replaced or its nominee, as registered holder of the Bonds. In the event the book-entry system is discontinued, if the Port Authority does not select another qualified securities depository to become the Depository, the Registrar shall register and deliver replacement bonds of like tenor of the Bonds then outstanding in the form of fully registered certificates, in denominations of \$5,000 or integral multiples of \$5,000 (which, in such event, shall be the only authorized denominations for the Bonds), in accordance with instructions to be given upon termination of the book-entry system applicable to the Bonds by the depository which had maintained such system or its nominee, as registered holder of the Bonds. In such event and thereafter, the Port Authority shall bear the cost incurred by the Port Authority in connection with the registration, authentication, transfer, cancellation, exchange and delivery of the Bonds, including such fees as may be imposed by the Registrar for such services performed by the Registrar.

Payments

Both principal of and interest on the Bonds shall be payable in lawful money of the United States of America. Principal of each maturity of the Bonds shall be payable at the maturity or, to the extent applicable, the prior redemption of such maturity, upon presentation and surrender of the affected bonds by the registered holders thereof, at the office or offices, designated by the Port Authority, of the Paying Agent

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

appointed by the Port Authority for the Bonds, in a county in whole or in part in the Port District. Interest on the Bonds, which shall be computed on the basis of a 360-day year comprised of twelve 30-day months, shall be payable when due, to the registered holders of the Bonds by check or draft drawn on the Paying Agent appointed for the purpose by the Port Authority and mailed to said registered holders at their last known addresses as appearing on the Port Authority's Registry Books for the Bonds. The registered holder shall be the person in whose name that bond is registered on the record date, which is the fifteenth calendar day before the interest payment date. During the period in which the Depository or its nominee is the sole registered holder of the Bonds, payments with respect to the Bonds shall be made to the Depository or its nominee, as sole registered holder of the Bonds, pursuant to arrangements with respect thereto between the Port Authority and the Depository or its nominee; disbursement of such payments to the Depository's participants is the responsibility of the Depository, and disbursement of such payments to the individual purchasers of beneficial ownership interests in the Bonds is the responsibility of the Depository's participants.

Notices of Redemption

During the period in which the Depository or its nominee is the sole registered holder of the Bonds, any notice of redemption to be provided by the Port Authority shall be provided solely by mail to the Depository or its nominee, as sole registered holder of the Bonds, pursuant to arrangements with respect thereto between the Port Authority and the Depository, without requirement of publication of such notice; provision of such notice to the Depository's participants is the responsibility of the Depository and provision of such notice to the individual purchasers of beneficial ownership interests in the Bonds is the responsibility of the Depository's participants. During any period in which the Depository or its nominee is not the sole registered holder of the Bonds, any such notices to be provided by the Port Authority shall be provided to the registered holders of the Bonds in the manner set forth in the resolution adopted December 18, 2025 by the Board of Commissioners of the Port Authority (sometimes hereinafter, "Board of Commissioners", "Commissioners", or "Board"), pertaining to the establishment and the authorization of the issuance of the Bonds (which appears in Section VI hereof, "*Bond Resolutions and Legal Opinion*").

Tax Matters

Federal Income and State and Local Tax Exemption. In the opinion of Orrick, Herrington & Sutcliffe LLP ("Bond Counsel"), based upon an analysis of existing laws, regulations, rulings and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, interest on the Bonds is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 (the "Code"). Bond Counsel is of the opinion that interest on the Two Hundred Fifty-First Series Bonds is not a specific preference item for purposes of the federal individual alternative minimum tax, and interest on the Two Hundred Fifty-First Series Bonds included in adjusted financial statement income of certain corporations is not excluded from the federal corporate alternative minimum tax. Bond Counsel is of the opinion that the Bonds and the interest thereon are exempt from any and all taxation (except estate, inheritance and gift taxes) imposed directly thereon by the States of New York and New Jersey or by any political subdivision thereof. A complete copy of the proposed form of opinion of Bond Counsel is set forth at "*Form of Legal Opinion of Bond Counsel*" in Section VI hereof.

Tax Certificate. In connection with the delivery upon original issuance of the Bonds, an Authorized Officer of the Port Authority shall provide, as part of the record of proceedings with respect to the issuance of such series of the Bonds, a certificate as to the use, investment and disposition of proceeds of, and other actions to be taken in connection with, such Bonds (respectively, the "Tax Certificate"). Among other matters set forth therein, the Port Authority shall agree in the Tax Certificate that it will neither take any

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

actions nor fail to take any actions that will cause interest on the Bonds to be includible, for federal income tax purposes, in the gross income of the recipients thereof under Section 103 of the Code, and the regulations thereunder, or, with respect to the Bonds, to be treated as a preference item in calculating the alternative minimum tax under Section 57 of the Code and the regulations thereunder. Inaccuracy of these certifications or failure to comply with these covenants may result in interest on the Bonds being included in gross income for federal income tax purposes, possibly from the date of original issuance of the Bonds.

Certain Federal Tax Matters. The Code provides for interest on state and local government obligations, such as the Bonds, to be taken into account in computing certain elements of individual and corporate taxes that may affect a beneficial owner's federal, state or local tax liability, including without limitation, the foreign corporations branch profits tax and income taxes on a portion of social security or railroad retirement benefits for individuals. The nature and extent of the federal income tax consequences of these provisions, as well as the original issue discount provisions of the Code, depend on the particular federal income tax status of the individual or corporate taxpayer and the taxpayer's other items of income or deduction. Bond Counsel expresses no opinion regarding any such federal income tax consequences.

The Bonds may be issued with original issue discount ("OID"). OID is the excess of the stated redemption price at maturity of a bond over the initial public offering price of the bond at which a substantial amount of such maturity of the bonds is sold to the public. The OID with respect to any maturity of the Bonds accrues daily over the term to maturity of such Bond on the basis of a constant interest rate compounded semiannually. The amount of accrued OID that is properly allocable to each beneficial owner of such Bonds is treated as interest on such Bonds which is excluded from gross income for federal income tax purposes and is added to the adjusted basis of such Bonds to determine gain or loss upon disposition. Beneficial owners of Bonds should consult their own tax advisors with respect to the tax consequences of ownership of such Bonds having OID.

Bonds purchased, whether at original issuance or otherwise, for an amount higher than their principal amount payable at maturity (or, in some cases, at their earlier call date) ("Premium Bonds") will be treated as having amortizable bond premium. No deduction is allowable for the amortizable bond premium in the case of bonds, like the Premium Bonds, the interest on which is excluded from gross income for federal income tax purposes. However, the amount of tax-exempt interest received, and a beneficial owner's basis in a Premium Bond, will be reduced by the amount of amortizable bond premium properly allocable to such beneficial owner. Beneficial owners of Premium Bonds should consult their own tax advisors with respect to the proper treatment of amortizable bond premium in their particular circumstances.

The opinion of Bond Counsel assumes the accuracy of the certifications and compliance with the covenants set forth in the Tax Certificate (see "*Tax Certificate*" in this Section I). Bond Counsel has not undertaken to determine (or to inform any person) whether any actions taken (or not taken), or events occurring (or not occurring), or any other matters coming to Bond Counsel's attention after the date of issuance of the Bonds may adversely affect the value of, or the tax status of interest on, the Bonds. Accordingly, the opinion of Bond Counsel is not intended to, and may not, be relied upon in connection with any such actions, events or matters. (See "*Form of Legal Opinion of Bond Counsel*" in Section VI hereof.)

The opinion of Bond Counsel is based on current legal authority, covers certain matters not directly addressed by such authorities, and represents Bond Counsel's judgment as to the proper treatment of the Bonds for federal income tax purposes. It is not binding on the Internal Revenue Service ("IRS") or the courts. Furthermore, Bond Counsel cannot give and has not given any opinion or assurance about the future activities of the Port Authority, or about the effect of future changes in the Code, the applicable regulations,

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

the interpretation thereof or the enforcement thereof by the IRS. Contemporaneously with the issuance of the Bonds, the Port Authority will covenant, however, to comply with the requirements of the Code.

Bond Counsel's engagement with respect to the Bonds ends with the issuance of the Bonds, and, unless separately engaged, Bond Counsel is not obligated to defend the Port Authority or the beneficial owners regarding the tax-exempt status of the Bonds in the event of an audit examination by the IRS. Under current procedures, parties other than the Port Authority and its appointed counsel, including the beneficial owners, would have little, if any, right to participate in the audit examination process. Moreover, because achieving judicial review in connection with an audit examination of tax-exempt obligations is difficult, obtaining an independent review of IRS positions with which the Port Authority legitimately disagrees may not be practicable. Any action of the IRS, including but not limited to selection of the Bonds for audit, or the course or result of such audit, or an audit of obligations presenting similar tax issues may affect the market price for, or the marketability of, the Bonds, and may cause the Port Authority or the beneficial owners to incur significant expense.

Federal Tax Legislation. Current and future legislative proposals, if enacted into law, clarification of the Code or court decisions may cause interest on the Bonds to be subject, directly or indirectly, in whole or in part, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent beneficial owners from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such legislative proposals, clarification of the Code or court decisions may also affect, perhaps significantly, the market price for, or marketability of, the Bonds. Prospective purchasers of the Bonds should consult their own tax advisors regarding the potential impact of any pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel is expected to express no opinion.

Information Reporting and Backup Withholding on the Bonds. Payments on the Bonds generally will be subject to U.S. information reporting and possibly to "backup withholding." Under Section 3406 of the Code and applicable U.S. Treasury Regulations issued thereunder, a non-corporate Beneficial Owner of Bonds may be subject to backup withholding with respect to "reportable payments," which include interest paid on the Bonds and the gross proceeds of a sale, exchange, redemption, retirement or other disposition of the Bonds. The payor will be required to deduct and withhold the prescribed amounts if (i) the payee fails to furnish a U.S. taxpayer identification number ("TIN") to the payor in the manner required, (ii) the IRS notifies the payor that the TIN furnished by the payee is incorrect, (iii) there has been a "notified payee underreporting" described in Section 3406(c) of the Code or (iv) the payee fails to certify under penalty of perjury that the payee is not subject to withholding under Section 3406(a)(1)(C) of the Code. Amounts withheld under the backup withholding rules may be refunded or credited against a Beneficial Owner's federal income tax liability, if any, provided that the required information is timely furnished to the IRS. Certain Beneficial Owners (including among others, corporations and certain tax-exempt organizations) are not subject to backup withholding. The failure to comply with the backup withholding rules may result in the imposition of penalties by the IRS.

Legality for Investment and Eligibility for Deposit in the States of New York and New Jersey

Under existing legislation in the States of New York and New Jersey, the Bonds are legal for investment for state and municipal officers, banks and savings banks, insurance companies, trustees and other fiduciaries in the States of New York and New Jersey and are eligible for deposit with state or municipal officers or agencies of the States of New York and New Jersey for any purpose for which the bonds or other obligations of the States of New York and New Jersey may be deposited.

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Registrar

During the period for which a book-entry system is applicable to the Bonds, the Port Authority shall function as Registrar for the Bonds.

Paying Agent

During the period for which a book-entry system is applicable to the Bonds, the Port Authority shall function as Paying Agent for the Bonds.

Trustee

The Bank of New York Mellon, New York, N.Y.

The Trustee is authorized, under Section 8 of the resolution adopted December 18, 2025, by the Board of Commissioners, pertaining to the establishment and the authorization of the issuance of the Bonds (which appears at “*Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated Bonds – 2026*” in Section VI hereof), to (i) institute any action or proceeding on behalf of the registered holders of the Bonds against the Port Authority or others, or (ii) intervene in any pending action or proceeding, or (iii) take any other action which it shall in its sole discretion determine to be necessary or advisable in order to protect the rights of the registered holders of the Bonds. The rights of the Trustee in this respect and in all other respects shall be in addition to and not in substitution of any and all rights which would otherwise inure to the registered holders of the Bonds. It is understood that the Trustee in its sole discretion may, but shall be under no obligation to, review the activities or operations of the Port Authority or any of the contracts or agreements of the Port Authority or exercise any of the rights or powers vested in it by Section 8 of such resolution, whether on the Trustee’s initiative or at the request or direction of any of the registered holders of the Bonds. Additionally, the rights and responsibilities of the Trustee and the provisions with respect to the resignation by or removal of the Trustee are set forth in Section 8 of such resolution.

The Bank of New York Mellon currently serves as trustee for all outstanding series of Consolidated Bonds under the resolutions establishing such series.

Bond Counsel

Orrick, Herrington & Sutcliffe LLP (See “*Form of Legal Opinion of Bond Counsel*” in Section VI hereof.)

Disclosure Counsel

Orrick, Herrington & Sutcliffe LLP

Financial Advisor to the Port Authority

Frasca & Associates, LLC

Independent Auditors

The financial statements of the Port Authority as of and for the years ended December 31, 2024 and December 31, 2023 have been audited by KPMG LLP, independent auditors, as stated in their report

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appearing herein (see Appendix A hereto). KPMG has performed no procedures over the information contained in the Unaudited Third Quarter FS, which appears in Appendix B hereto.

On June 26, 2025, the Audit Committee of the Board of Commissioners of the Port Authority determined to retain KPMG LLP to perform the audit for the year ending December 31, 2025.

Underwriters

As set forth on the cover of this Official Statement (the “Underwriters”).

Co-Underwriters’ Counsel

Norton Rose Fulbright US LLP and the Law Offices of Joseph C. Reid, P.A.

Contracts with Registered Holders of the Bonds

The Consolidated Bond Resolution (which appears at “*Consolidated Bond Resolution*” in Section III hereof), and the resolution pertaining to the establishment and the authorization of the issuance of the Bonds (which appears at “*Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated Bonds – 2026*” in Section VI hereof), constitute contracts with the holders in whose names the Bonds are registered on the books and records of the Registrar. During the period in which a book-entry system is applicable to the Bonds, the Depository or its nominee shall be the only registered holder of the Bonds.

In connection with the acceptance by an Authorized Officer of the Port Authority of an offer to purchase the Bonds from the Underwriters, represented by the Bond Purchase Agreement (as defined at “*Underwriting*” in this Section I), the terms of the Bonds, including among other matters, the stated rate of interest with respect to each maturity of the Bonds, have been established, fixed and determined, and the provisions of the resolution pertaining to the establishment and the authorization of the issuance of the Bonds (which appears at “*Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated Bonds – 2026*” in Section VI hereof) have been changed and adjusted, to the extent required, to conform the terms of the Bonds to the summary description of the Bonds as set forth in and pursuant to the Bond Purchase Agreement with respect to the Bonds; such description is reflected at “*Description of the Bonds*” and “*Additional Information Pertaining to the Bonds*” in this Section I.

Delivery

The Bonds shall be available for delivery upon original issuance on or about February 12, 2026. All proceedings pertaining to, and the issuance of, the Bonds are subject to the sole unqualified approving legal opinion of Bond Counsel. In connection with the delivery upon original issuance of the Bonds by the Port Authority, Bond Counsel shall render a legal opinion on such date of delivery, substantially in the form set forth at “*Form of Legal Opinion of Bond Counsel*” in Section VI hereof.

The Bonds shall be delivered upon original issuance as one fully registered bond for each maturity of the Bonds, in the aggregate principal amount of such maturity, registered in the name of a qualified securities depository or its nominee as sole registered holder of the Bonds. It is presently expected that The Depository Trust Company, Brooklyn, N.Y., or its nominee, shall be the sole registered holder of the Bonds at delivery upon original issuance. At the time of such delivery, the Bonds shall be deposited with such depository (or such other qualified securities depository or its nominee, selected by the Port Authority on or prior to such date), and such depository together with any qualified securities depository selected thereafter by the Port Authority with respect to the book-entry system applicable to the Bonds (the

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

“Depository”) shall be an automated depository for securities and clearinghouse for securities transactions and shall be responsible for maintaining a book-entry system for recording the ownership interests in the Bonds of its participants, and the transfers of such interests among its participants. The participants of the Depository will generally include certain banks, trust companies and securities dealers, and such participants will be responsible for maintaining records with respect to the beneficial ownership interests of individual purchasers in the Bonds. Individual purchases of beneficial ownership interests in the Bonds may only be made through book entries (without certificates issued by the Port Authority) made on the books and records of the Depository and its participants in denominations of \$5,000 and integral multiples of \$5,000. Fees imposed by a securities depository in connection with a book-entry system are generally borne by the participants of the securities depository. In the event that The Depository Trust Company or such other qualified securities depository is not selected by the Port Authority on or prior to the date of delivery upon original issuance of the Bonds, the Bonds shall be delivered upon original issuance in the form of fully registered certificates, in denominations of \$5,000 and integral multiples of \$5,000, in accordance with instructions to be given by the Underwriters.

SEC Settlement and Certain Other Matters

The United States Securities and Exchange Commission (“SEC”) conducted a formal investigation into disclosures by the Port Authority in Official Statements issued in 2012-2014 concerning the funding by the Port Authority of a portion of the costs of the Route 1&9 Pulaski Skyway, Route 139 (Hoboken and Conrail Viaducts), Route 7 Hackensack River (Wittpenn) Bridge, and Route 1&9T (New Road) projects (collectively, the “Roadway Projects”), which the Port Authority understands to have been resolved pursuant to a consent order entered on January 10, 2017 (the “Order”). The Port Authority acknowledged pursuant to the settlement that it “was negligent for failing to disclose” in the relevant Official Statements certain “risks relating to statutory authority with respect to the Roadway Projects” and that its conduct “violated Sections 17(a)(2) and 17(a)(3) of the Securities Act [of 1933].” The Order is available at <https://emma.msrb.org/ER1034388-ER792161-ER1193627.pdf>. As a result of the investigation, the Port Authority has made procedural changes to its approval processes in connection with its securities offerings. Among other things, the Port Authority’s Law Department now formally provides written advice to the Port Authority’s Board of Commissioners that any proposed expenditure of the Port Authority’s funds presented to the Board of Commissioners for approval is legally authorized.

In the period following completion of the SEC investigation described above, the Port Authority received notice of potential legal matters and requests for documents from several prosecutorial and other governmental agencies which it believes may have been related to the Roadway Projects. The Port Authority believes that such investigations are concluded or inactive with respect to the Port Authority.

Claims and Certain Litigation Against the Port Authority

In 1951, the States of New York and New Jersey adopted legislation consenting to a waiver of certain of the Port Authority’s immunities from suit and from liability, subject to, among other requirements in specific cases, the filing of a valid and timely notice of claim in an action for money damages and commencement of suit in all actions within one year from the date the cause of action accrues. Material litigation pending against the Port Authority is described in this Official Statement together with the Port Authority facility to which it relates. The Port Authority believes its financial resources, including public liability insurance policies, are adequate to satisfy any recovery for damages against it under litigation currently pending or threatened in writing, without material adverse effect on its business as a whole.

Certificate with Respect to Litigation

In connection with the delivery upon original issuance of the Bonds, an Authorized Officer of the Port Authority will provide, as part of the record of proceedings with respect to the issuance of the Bonds, a certificate to the effect that no litigation of any nature is now pending or threatened in writing against the Port Authority, restraining or enjoining the issuance or delivery of the Bonds, or questioning the proceedings taken for the issuance of the Bonds, or restraining the power and authority of the officers of the Port Authority to fix and collect tolls and charges for the use of the facilities of the Port Authority sufficient to provide for the payment of the principal of and interest on the Bonds, or affecting the validity of the Bonds thereunder; and that neither the corporate existence of the Port Authority, nor the boundaries of the Port District, nor the entitlement of any present officer of the Port Authority to their respective office is being contested.

Underwriting

The Bonds shall be purchased pursuant to a bond purchase agreement (the “Bond Purchase Agreement”) dated February 4, 2026, by the Underwriters, for which Siebert Williams Shank & Co., LLC is acting as the representative, at a purchase price equal to \$378,274,300.56 (reflecting an Underwriters’ discount totaling \$1,145,275.39).

This section provides certain information with respect to the Bond Purchase Agreement. This information does not purport to be comprehensive or definitive and is qualified in its entirety by reference to the Bond Purchase Agreement executed by the Underwriters and the Port Authority. No attempt is made herein to summarize the Bond Purchase Agreement. The Bond Purchase Agreement may be examined on reasonable prior notice at the office of the Secretary of the Port Authority during regular business hours on and after the date of its execution.

Under the Bond Purchase Agreement, the Underwriters shall pay the purchase price for the Bonds and shall accept delivery of the Bonds from the Port Authority, subject to certain conditions, on or about February 12, 2026. Pursuant to the Bond Purchase Agreement, the Underwriters shall purchase all of the Bonds if any are purchased.

The Underwriters may offer and sell the Bonds to certain dealers (including dealers depositing the Bonds into investment trusts) and others at prices lower than the initial offering prices or yields higher than the initial offering yields for the Bonds. Subsequent to the initial offering, the offering prices and yields for the Bonds may be changed from time to time by the Underwriters.

The Underwriters may, from time to time, be engaged in business or other transactions with the Port Authority or may be actual or potential users of Port Authority facilities.

The Underwriters have provided the following information appearing in this section of the Official Statement.

The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their respective responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

In addition, certain of the Underwriters have entered into distribution agreements with other broker-dealers (that have not been designated by the Port Authority as Underwriters) for the distribution of the

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

Bonds at the original issue prices. Such agreements generally provide that the relevant Underwriter will share a portion of its underwriting compensation or selling concession with such broker-dealers.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include sales and trading, commercial and investment banking, advisory, investment management, investment research, principal investment, hedging, market making, brokerage and other financial and non-financial activities and services. Certain of the underwriters and their respective affiliates have provided, and may in the future provide, a variety of these services to the Port Authority and to persons and entities with relationships with the Port Authority, for which they received or will receive customary fees and expenses. In the ordinary course of their various business activities, the Underwriters and their respective affiliates, officers, directors and employees may purchase, sell or hold a broad array of investments and actively trade securities, derivatives, loans, commodities, currencies, credit default swaps and other financial instruments for their own account and for the accounts of their customers, and such investment and trading activities may involve or relate to assets, securities and/or instruments of the Port Authority (directly, as collateral securing other obligations or otherwise) and/or persons and entities with relationships with the Port Authority. The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities and instruments.

Certificate with Respect to the Preliminary Official Statement and this Official Statement

In connection with the delivery upon original issuance of the Bonds, an Authorized Officer of the Port Authority shall provide, as part of the record of proceedings with respect to the issuance of the Bonds, a certificate to the effect that (a) the Preliminary Official Statement pertaining to the Bonds (the “Preliminary Official Statement”) and the subsequently issued Official Statement pertaining to the Bonds (this “Official Statement”), as of their respective dates, did not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading; (b) since the date of this Official Statement, and as of the date of delivery upon original issuance of the Bonds, nothing had come to the attention of such Authorized Officer of the Port Authority to cause such Authorized Officer of the Port Authority to believe that this Official Statement contained any untrue statement of a material fact or omitted to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading; and (c) since the date of this Official Statement, and as of the date of delivery upon original issuance of the Bonds, to the knowledge of such Authorized Officer of the Port Authority, there had been no material adverse change in the general affairs of the Port Authority or in its financial condition as set forth in this Official Statement, other than as disclosed in or contemplated by this Official Statement; provided, however, that the certifications set forth in (a) and (b) above do not apply to information provided by the Underwriters for incorporation into the Preliminary Official Statement and this Official Statement.

Certain Information Pertaining to this Official Statement, Continuing Disclosure and the Port Authority; Forward-Looking Statements

The information and expressions of opinion in this Official Statement are subject to change without notice, and future use of this Official Statement shall not otherwise create any implication that there has been no change in the matters referred to in this Official Statement since the date hereof.

The resolution establishing the issue of Consolidated Bonds appearing at “*Consolidated Bond Resolution*” in Section III hereof, and the resolution pertaining to the establishment and the authorization

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

of the issuance of the Bonds (which appears at “*Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated Bonds – 2026*” in Section VI hereof), constitute contracts with the holders in whose names the Bonds are registered on the books and records of the Registrar for the Bonds; and neither any public advertisement or notice nor the Bond Purchase Agreement or this Official Statement is to be construed as a contract with any of such holders. During the period in which a book-entry system is applicable to the Bonds, the Depository or its nominee shall be the sole registered holder of the Bonds.

So far as any statements are made involving matters of opinion, whether or not expressly so stated, they are intended merely as such and not as representations of fact. Unless otherwise indicated, so far as information given relates to past earnings or expenditures of the Port Authority, the figures have been taken from the books of the Port Authority. So far as estimates of future revenues or expenditures of the Port Authority are given, they merely constitute estimates which may or may not be actually realized; so far as statements are made regarding other estimates or future construction, development, plans or other matters, they merely constitute statements of expectations which may or may not be actually fulfilled. All statements involving matters of legal opinion represent the opinions of the party rendering such legal opinion. To the extent the information in this Official Statement contains “forward-looking statements” within the meaning of Section 21E of the Securities Exchange Act of 1934, such statements may involve known and unknown risks, uncertainties, and other factors which may cause the actual results, performance and achievements to be materially different from future results, performance and achievements expressed or implied by any forward-looking statements. Actual results could differ materially from those set forth in the forward-looking statements.

For a complete and detailed understanding of the respective rights of the Port Authority and the holders of its outstanding obligations, reference must be made to the State and federal legislation relating to the Port Authority and to the various resolutions adopted by the Port Authority. (See Section IV hereof, “*Pertinent Statutes and General Resolutions;*” Section III hereof, “*Bonds, Notes and Other Obligations;*” and Section VI hereof, “*Bond Resolutions and Legal Opinion.*”) Such statutes and resolutions should be studied in connection with this Official Statement and for the purpose of gaining a complete and detailed understanding of the rights of holders of outstanding Port Authority obligations. All references to resolutions, agreements, documents and other materials not purporting to be quoted in full are qualified in their entirety by reference to the complete provisions of the resolutions, agreements, documents and other materials referenced, which may be examined on reasonable prior notice at the office of the Secretary of the Port Authority during regular business hours.

References to website addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader’s convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into, and are not part of, this Official Statement for purposes of Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended (“Rule 15c2-12”).

Inquiries with respect to this Official Statement may be made to the office of the Treasurer, The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 19th Floor, New York, N.Y. 10007, Tel. No. (212) 435-7700, during regular business hours. In the Bond Purchase Agreement, the Underwriters shall agree to provide this Official Statement (and any supplements or amendments provided by the Port Authority) to the Municipal Securities Rulemaking Board (“MSRB”), in a format suitable for publication on its EMMA system upon receipt from the Port Authority.

In connection with the delivery upon original issuance of the Bonds, the Port Authority shall agree with the registered holders of the Bonds, and for the benefit of any individual purchasers of beneficial ownership interests in the Bonds, to provide information pertaining to the Port Authority generally of the

SECTION I—INTRODUCTION AND SECURITIES BEING OFFERED

type set forth in Section (b)(5)(i) of Rule 15c2-12 (as such Section is now in effect), while the Bonds are outstanding. In connection therewith, annual financial information and operating data generally of the type set forth in Section II of this Official Statement and annual audited financial statements, when and if available, prepared consistent with the accounting principles set forth in the notes to such financial statements, in each case, will be provided solely to the MSRB, in a format suitable for publication on its EMMA system, within one hundred twenty days after the close of the Port Authority's then current fiscal year. Additionally, in connection therewith, notice of the occurrence of any of the following events with respect to the Bonds, including, (1) principal and interest payment delinquencies; (2) non-payment related defaults, if material; (3) unscheduled draws on debt service reserves reflecting financial difficulties; (4) unscheduled draws on credit enhancements reflecting financial difficulties; (5) substitution of credit or liquidity providers or their failure to perform; (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds; (7) modifications to the rights of the holders of the Bonds, if material; (8) bond calls, if material, and tender offers; (9) defeasances; (10) release, substitution or sale of property securing repayment of the Bonds, if material; (11) ratings changes; (12) bankruptcy, insolvency, receivership or similar event of the Port Authority (for the purposes of these events identified in this item (12), the event is considered to occur when any of the following occur — the appointment of a receiver, fiscal agent or similar officer for the Port Authority in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Port Authority, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Port Authority); (13) the consummation of a merger, consolidation or acquisition involving the Port Authority or the sale of all or substantially all of the assets of the Port Authority, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material; (14) the appointment of a successor or additional trustee or the change of name of a trustee, if material; (15) incurrence of a Financial Obligation (as defined below) of the Port Authority, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the Port Authority, any of which affect holders of the Bonds, if material; (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the Port Authority, any of which reflect financial difficulties; and (17) any failure of the Port Authority to provide annual financial and operating data as agreed to by the Port Authority, in each case, will be provided solely to the MSRB, in an electronic format as prescribed by the MSRB and suitable for publication on its EMMA system and accompanied by identifying information as prescribed by the MSRB, in a timely manner (i.e., within ten business days after the occurrence of the event). “Financial Obligation” (i) means a: (A) debt obligation; (B) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (C) guarantee of (A) or (B), but (ii) shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with Rule 15c2-12. The Port Authority will agree to comply with the events listed in (15) and (16) above, and the definition of “Financial Obligation”, with reference to Rule 15c2-12, any other applicable federal securities laws and the guidance provided by the SEC in Release No. 34-83885 dated August 20, 2018 (the “2018 Release”), and any further amendments or written guidance provided by the SEC or its staff with respect to the amendments to Rule 15c2-12 effected by the 2018 Release. In consideration of such agreement of the Port Authority, the sole and exclusive remedy for any failure of the Port Authority to provide the information in the manner specified in such agreement shall be the right to obtain specific performance of such agreement to provide such information in a judicial proceeding instituted in accordance with applicable legislation pertaining to

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suits against the Port Authority; *provided, however*, that the Port Authority shall have received written notice of any such failure at least sixty days prior to the commencement of any such judicial proceeding. The agreement described in this paragraph shall constitute a contract with the registered holders of the Bonds and for the benefit of any individual purchasers of beneficial ownership interests in the Bonds.

Upon request, the office of the Treasurer of the Port Authority will provide copies of the most recent publicly available (a) annual comprehensive financial report of the Port Authority (“Annual Report”), (b) unaudited condensed consolidated schedules and financial information for the Port Authority, (c) budget of the Port Authority, (d) reports, statements or press releases, if any, issued by the Port Authority pertaining to events which may reasonably reflect on the credit quality of Port Authority obligations, and (e) reports of the Port Authority pertaining to certain regional economic considerations and trends.

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SECTION II—DESCRIPTION OF THE PORT AUTHORITY AND ITS FACILITIES

Management

Board of Commissioners

The Board of Commissioners is to consist of twelve Commissioners, six from each State, appointed by the respective Governor thereof with the advice and consent of the respective State Senate. The current Board of Commissioners is set forth below. Meetings of the Commissioners are open to the public in accordance with policies adopted by the Commissioners; the actions the Commissioners take at Port Authority meetings are subject to gubernatorial review for a period of ten days (Saturdays, Sundays and public holidays excepted) and may be vetoed by the Governor of their respective State during such period. Actions relating to industrial development projects or facilities are required to be delivered to the leaders of the legislatures of the two States ten calendar days prior to being submitted to the Governors for review. The Governors' veto has been exercised from time to time.

The Commissioners serve without remuneration for six-year overlapping terms. A Commissioner whose term expires continues to serve until reappointment or the appointment and qualification of a successor. Incumbent officers continue to serve upon re-election at the Port Authority's annual meeting or until successors are elected. The Commissioners are engaged in business, professional, governmental or civic activities apart from their offices as Commissioners. In some cases these involve business, professional, governmental, civic or administrative connections or relations with persons, firms, corporations, public agencies, commissions or civic bodies which may do business with the Port Authority, are actual or potential users of Port Authority facilities or review or study the activities of the Port Authority and its facilities. The Commissioners have from time to time expressed, in reaffirmation of the Port Authority's policy and tradition of excellence in public service, their continued commitment to the highest ethical principles of conduct. Certain of the Commissioners may also be subject to the conflicts of interest laws applicable to unsalaried public officers of their respective States. On October 26, 2017, the Board of Commissioners, adopted a Code of Ethics for Port Authority Commissioners (the "Commissioners' Code"), establishing clear standards for Commissioners with respect to resolving conflicts of interest, safeguarding confidential information, and interacting with people who hope to do business with the Port Authority. The Commissioners' Code imposes on Commissioners a duty to report wrongdoing, creates appropriate enforcement mechanisms for violations of the Commissioners' Code, and spells out the Board's fiduciary obligations to the Port Authority and the public.

SECTION II—DESCRIPTION OF THE PORT AUTHORITY AND ITS FACILITIES

The present Commissioners, their principal activities and the expiration of the current terms to which they have been appointed are as follows:

<u>NEW YORK</u>	<u>NEW JERSEY</u>
JEFFREY H. LYNFORD, <i>Vice Chairman</i> —July 1, 2019* President and CEO—Educational Housing Services, Inc.	KEVIN J. O’TOOLE, <i>Chairman</i> —July 1, 2029 Managing Partner—O’Toole Scrivo, A Limited Liability Company
LEE CIA EVE—July 1, 2020* Consultant	J. CHRISTIAN BOLLWAGE—July 1, 2031 Mayor, City of Elizabeth, New Jersey
ELIZABETH M. FINE—July 1, 2030 Principal—Liz Fine Advisory, LLC	GEORGE HELMY—July 1, 2028 Executive Vice President, Chief External Affairs and Policy Officer – RWJ Barnabas Health
WINSTON C. FISHER—July 1, 2027 Partner—Fisher Brothers Chief Executive Officer—AREA15	JOSEPH KELLEY—July 1, 2030 Partner—CHA Partners and Founding Partner—Elysian Consulting Group
GARY LABARBERA—July 1, 2022* President—Building and Construction Trades Council of Greater New York	KEVIN P. MCCABE—July 1, 2026 Partner—River Crossing Strategy Group
MARIE THERESE DOMINGUEZ—July 1, 2029 Commissioner—NYS Department of Transportation	FANNY J. CEDEÑO—July 1, 2027 Vice-Chairperson, District 6—Hudson County Board of County Commissioners
* A Commissioner whose term expires continues to serve until reappointment or the appointment and qualification of a successor.	

Staff

The Port Authority, with approximately 8,000 employees, conducts its operations in corporate form, combining sound business and governmental principles and practices. A career staff is headed by an Executive Director who is responsible to the Board of Commissioners.

The following individuals are officers** under the By-Laws of the Port Authority:

- Richard Cotton..... Executive Director***
- Amy Fisher General Counsel
- Elizabeth M. McCarthy..... Chief Financial Officer
- Sherien Khella..... Treasurer
- Daniel G. McCarron Comptroller
- James McCoy..... Secretary

** The Chairman and Vice-Chairman of the Board of Commissioners of the Port Authority (see “*Board of Commissioners*” in this Section II) are also officers pursuant to the By-Laws of the Port Authority.

*** Mr. Cotton has announced his intention to retire from the Port Authority in early 2026, following election of his successor by the Board of Commissioners. Kathryn Garcia has been designated by the Governor of New York to succeed Mr. Cotton as Executive Director.

SECTION II—DESCRIPTION OF THE PORT AUTHORITY AND ITS FACILITIES

All of the aforesaid Port Authority officers have been employed continuously by the Port Authority for more than five years.

Certain Port Authority Governance and Integrity Initiatives

Special Panel Report

In 2014, a bi-state Special Panel on the Future of the Port Authority (the “Special Panel”) formed by the Governors of the States of New York and New Jersey, issued a report with certain recommendations designed to result in the Port Authority’s recommitment to its core transportation mission, pursued in a responsive, accountable and efficient manner. Among other things, the Special Panel recommended that the Port Authority (i) focus on redevelopment of its core transportation assets, including LaGuardia Airport (“LaGuardia Airport”), John F. Kennedy International Airport (“JFK Airport”) and Newark Liberty International Airport (“Newark Airport”), the Port Authority Bus Terminal, Port Commerce and PATH, while opportunistically phasing out real estate ownership and development and (ii) continue reforms to promote a culture of transparency and ethical conduct. As described herein, the Port Authority has executed on many, but not all, of these recommendations. The report can be found at <https://emma.msrb.org/ER1034371-ER650922-ER1052741.pdf>.

Integrity Program

On September 28, 2017, the Board of Commissioners directed the Executive Director to implement a number of measures to strengthen the Port Authority’s existing integrity program to help ensure ethical conduct at all levels of the Port Authority. Pursuant to this directive, (i) a revised Code of Ethics for Commissioners was adopted by the Board of Commissioners on October 26, 2017 (see “Board of Commissioners” in this Section II); (ii) an updated Code of Ethics for Port Authority employees was distributed to all Port Authority employees on January 25, 2018 and revised in March 2019; (iii) a Code of Ethics for Port Authority Vendors hired by the Port Authority was issued on December 19, 2017 and subsequently amended in October 2019; (iv) an integrity training program that meets or exceeds contemporary best-in-class standards was launched on January 25, 2018; (v) a False Claims Policy that would provide financial incentives to those who come forward with evidence of fraud against the Port Authority became effective on January 18, 2018; and (vi) a Chief Ethics and Compliance Officer was hired on January 2, 2018. Since then, the Office of Ethics and Compliance has implemented a number of initiatives, including expanded ethics and integrity training programs, the issuance of a Code of Ethics for Port Authority Lessees on October 30, 2019, and the issuance of new or revised policies on ethical conduct and standards for Port Authority employees. In November 2021, the Port Authority revised its anti-retaliation policy, clarifying the range of activities that are protected from retaliation and providing employees with more information about how to raise concerns or report possible misconduct.

Certain Port Authority Financial Information

2026-2035 Capital Plan

The Port Authority engages in long-term planning over a roughly 10-year cycle to maintain its assets and facilities in good repair and to redevelop its facilities to meet new objectives for expanded and improved transportation in the region. The comprehensive planning process includes the ability for subsequent updates based on periodic monitoring for changes to factors that impact the continuing operations of the Port Authority’s facilities, such as contractual, municipal lease and other relationships, as well as regional needs, customer demands and industry specific business environments. These factors provide input to the Port Authority’s integrated financial model, which is used to determine (and update) the capital capacity

SECTION II—DESCRIPTION OF THE PORT AUTHORITY AND ITS FACILITIES

for the ten-year period and the size of the capital plan. The resultant ten-year capital plans provide a blueprint for periodic capital expenditures, subject to Board authorization on a project-by-project basis and periodic prudency reviews. The Port Authority also engages in a robust public hearing and public information process regarding the ten year capital plan prior to its adoption by the Board (See “Stakeholder Considerations in Port Authority Operations - *Port Authority Governance and Transparency*” in this Section II).

At its meeting on December 18, 2025, the Board adopted a ten-year capital plan for the period 2026-2035 (“2026-2035 Capital Plan”). The 2026-2035 Capital Plan prioritized from among the Port Authority’s facilities and regional transportation goals, its objectives for a decade of capital spending anticipated to total \$45 billion (inclusive of \$2.7 billion to service a portion of Gateway Development Commission’s low-cost financing, originally committed in 2024).

To develop its goals for the 2026-2035 Capital Plan and prioritize capital investment, the agency used a comprehensive planning process and risk-based prioritization that considered asset condition, operational and revenue impact, threat assessment, customer service, regional benefit, regulatory or statutory requirements and long-term affordability of the plan. In determining funding allocation, the first priority was to ensure sufficient funds to deliver the projects that were currently under construction. Next, funds were allocated to maintain assets in full operational capacity and provide for projects required by law, contract or for security purposes. Funds were allocated next to provide for projects that would restore and fortify assets damaged by Superstorm Sandy, and finally were allocated to other high priority projects relating to sustainability, resilience, technology, and innovation initiatives and that will expand and improve critical transportation assets and to provide payments to the Gateway Development Commission in support of a portion of its debt service for the construction of the Hudson Tunnel portion of the Gateway Development project (See “The Gateway Program” in this Section II).

Specifically, the 2026-2035 Capital Plan allocated funding to complete infrastructure projects started pursuant to the Port Authority’s 2017-2026 Capital Plan, including 1) the new Midtown Bus Terminal which broke ground in 2025 (See “Interstate Transportation Network – *Port Authority Bus Terminal – Next Steps*” in this Section II); 2) the Port Street corridor ramp structure at the Port Newark/Elizabeth marine complex’s northern entrance; 3) airport redevelopments with (a) additional improvements ancillary to the John F. Kennedy International Airport (“JFK”) Redevelopment and a major upgrade to the AirTrain JFK system, (b) expansion of redevelopment plans for Newark Liberty International Airport (“EWR”) including replacement of the AirTrain Newark system and further implementation of the EWR Vision Plan and (c) rehabilitation of the Marine Air Terminal (Terminal A) at LaGuardia Airport, while preserving its landmark status (See “Air Terminals” in this Section II); 4) upgrades to agency bridges and tunnels (See “Interstate Transportation Network” – “*Lincoln Tunnel*”, “*George Washington Bridge*”, and “*Outerbridge Crossing*” in this Section II); and 5) PATH system infrastructure and service upgrades (See “Interstate Transportation Network–*Railroad–The Hudson Tubes Facility*” in this Section II).

The 2026-2035 Capital Plan also provides funding to maintain the Port Authority’s facilities in a continued good state of repair. Projects included are further advancing the comprehensive rehabilitation of the George Washington Bridge (See “Interstate Transportation Network–“*George Washington Bridge*” in this Section II) and extensive rehabilitation of the Lincoln Tunnel Helix and the Outerbridge Crossing.

The 2026-2035 Capital Plan reflects the continuing impacts on the Port Authority of (i) the \$3 billion lost revenues experienced by the Port Authority during the period 2020-2023 as a result of the COVID-19 pandemic which forced prior-period capital spending delays and interim cost-cutting measures and (ii) the subsequent period when inflation and supply-chain shocks increased the cost of both operations and capital projects. The 2026-2035 Capital Plan therefore provides for collection of additional revenues,

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phased in over time which increases airport access fees for certain ground transportation vehicles, phases out the toll discount offered for automobiles and motorcycles using the Port Authority’s vehicular crossings during off-peak hours, increases bus tolls on Port Authority’s vehicular crossings, increases bus fees at the midtown bus terminal, and increases PATH fares (“Revenue Enhancements”) (See “Interstate Transportation Network,” “Interstate Transportation Network—Railroad-The Hudson Tubes Facility,” and “Air Terminals,” each in this Section II) which are expected to permit planned capital expenditures while prudently funding costs to meet agency goals for safe, secure and sustainable operations and for innovations to drive continued improvement of the customer experience. Where practicable, the Port Authority also seeks to access private funding for capital investment from its tenants conducting operations at its facilities.

2026 Annual Budget

The Port Authority’s annual budget provides an outline of estimated expenditures for the year, after consideration of the goals and objectives reflected in the agency’s ten-year capital plan. Approval of the budget by the Board of Commissioners, based upon financial projections developed as part of the Port Authority’s planning process, does not in itself authorize any specific expenditures. Specific authorization is made from time to time by the Board of Commissioners consistent with statutory, contractual, and other commitments of the Port Authority, including agreements with the holders of its obligations. Consistent with the foregoing, the development of specific Port Authority capital projects is undertaken after appropriate required authorizations and certifications by the Board of Commissioners (see “*Additional Facilities, Capital Improvements and Certain Programs—Certification in Connection with Additional Facilities,*” and “*—Certain Additional Projects Under Study*” in this Section II).

On December 18, 2025, the Board of Commissioners approved a 2026 annual budget (the “2026 Budget”) of \$10 billion, which consists of operating expenses, capital spending, debt service, and deferred spending. The 2026 Budget, which is consistent with the 2026-2035 Capital Plan, allows the agency to continue advancing its commitment to operating and maintaining its facilities during 2026 while improving or rebuilding its legacy infrastructure to improve customer experience and accommodate the region’s future growth.

The 2026 Operating Expense Budget totals \$4.2 billion and is focused on funding the agency’s key priority areas—including operational excellence, safety and security, climate resiliency, sustainability, innovation, cybersecurity, and customer experience improvements. The 2026 Operating Expense Budget provides for inflationary increases of \$136 million, or 3.4% over the 2025 Operating Expense Budget, in addition to an incremental \$36 million for priority spending above inflation necessary to: 1) implement PATH service improvements; 2) make payments in advance of reimbursement from other entities including the federal government pursuant to grants awarded to the Port Authority, airlines funding expenses at the Port Authority airports and the Gateway Development Corporation for construction support services; 3) fund additional real property rents calculated as a percentage of increased Port Authority revenues; and 4) temporary traffic mitigation required in connection with capital projects.

In total the 2026 Operating Expense Budget increase for both inflationary escalations and priority spending equates to a \$172 million, or 4.2% increase versus the 2025 Operating Expense Budget.

The 2026 Capital Spending Budget totals \$4.0 billion to begin advancing work outlined in the 2026-2035 Capital Plan. Funding under the 2026 capital budget is 14% above capital funding in the 2025 budget, to be expended for capital projects including ongoing redevelopment of JFK, Phase 1 of the Midtown Bus Terminal Replacement, a new entry point to the rail station at Newark Airport, the new AirTrain Newark, PATH’s railcar fleet and track infrastructure upgrades and state of good repair work on the agency’s other facilities.

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The 2026 Debt Service from Operations Budget totals \$1.7 billion in alignment with the funding strategy and needs of the 2026 Capital Spending Budget. The 2026 Debt Service Budget includes scheduled debt service payments based on the maturity schedule for existing debt and debt service on new bond issuances planned in 2026.

The 2026 Deferred Spending Budget (which reflects expenditures authorized and made in the current year, but amortized over the useful life of the related non-capital asset) totals \$120 million and reflects a decrease of \$18 million, or 13% versus the 2025 Deferred Spending Budget. The Port Authority’s primary categories of deferred expenditures include vehicle purchases and replacements, software and hardware technology investments, and leased and owned real property investments and renovations.

For further information, reference the Port Authority’s 2026-2035 Capital Plan materials which can be found at <https://www.portauthoritybuilds.com/redevelopment/us/en/home/capital-plan.html> and the 2026 Budget materials which can be found at <https://www.panynj.gov/corporate/en/financial-information/budget.html>.

Periodic Capital Plan and Capital Project Reassessments

In connection with adoption of the 2026-2035 Capital Plan, the Board of Commissioners mandated certain additional oversight requirements. At least every four years the Board of Commissioners is to reassess the 2026-2035 Capital Plan in light of then-current information as to capital capacity and the progress of capital projects, and determine whether there will be sufficient resources to invest in projects during the remaining period of the 2026-2035 Capital Plan at roughly the pace and the cost that has been planned, without an adverse effect of the ability of the agency to fund anticipated expenditures in the subsequent ten-year period. If the Board of Commissioners cannot make this determination, it is required to modify the 2026-2035 Capital Plan to ensure that these conditions can be met and to maintain a balanced plan.

In addition, in 2017, the Port Authority enhanced its “gates” management process for determining when construction may begin on a given capital project set out in the ten-year capital plan then in effect. This process includes, among other things, consideration of the revenue-generating potential and capital capacity impact of the capital project; the relative priority of the project; and the overall capital capacity of the Port Authority. The enhanced gating process provides natural break points in a project’s life cycle, to either continue or modify a specific project.

Gate 1 occurs during planning authorization, and ensures proper project definition, scoping and prioritization. Gate 2 occurs during project authorization and ensures the appropriate level of project development (cost, schedule and scope), and validation of available capacity prior to proceeding to final design. Gate 3 occurs during contract authorization and ensures project compliance with existing budget and authorization, and validation of available capacity prior to proceeding to construction phase. If in the Board of Commissioners’ judgment there is not sufficient capital capacity to complete a project, or other priorities arise, then: (1) construction shall not begin; (2) other projects shall be deferred, eliminated, or modified to the point that there is sufficient capital capacity, at which point construction may begin; or (3) the Board of Commissioners shall consider other fiscally-prudent alternatives, taking into account such factors as revenues, expenses, and anticipated project costs.

In determining whether there is sufficient capital capacity, consideration is given to steps to reduce expenses (“Savings”), as well as to projected revenue increases and anticipated receipt of proceeds from either third-party grants or monetization of Port Authority assets (collectively, “Additional Funding”), but

SECTION II—DESCRIPTION OF THE PORT AUTHORITY AND ITS FACILITIES

only to the extent that such Savings and Additional Funding are, in the judgment of the Board of Commissioners, highly likely to be realized.

Proceeds of Bonds, Notes and Other Obligations

Periodically, in connection with the Port Authority's capital program projections, the Board of Commissioners adopts resolutions which authorize the sale of bonds, notes and other obligations by the Port Authority (including instruments the repayment of which is subordinate to repayment of the Port Authority's Consolidated Bonds). At its meeting on December 18, 2026, the Board adopted resolutions authorizing the sale of bonds and notes to support capital spending consistent with the 2026 Budget and for other corporate purposes. The proceeds of such bonds, notes or other obligations are authorized to be used for any purpose for which at the time of their issuance the Port Authority is authorized by law to issue its bonds, notes or other obligations. Such purposes include capital projects at Port Authority facilities and refunding Port Authority obligations.

Limitations on Variable Interest Rate Obligations

It is the current policy of the finance department of the Port Authority to limit the issuance of variable interest rate obligations to a total aggregate principal amount not in excess of 20% of the total aggregate principal amount of all of the Port Authority's outstanding obligations (excluding Special Project Bonds and Port Authority Equipment Notes). As of January 30, 2026, variable rate obligations outstanding were approximately 1.85% of such total aggregate principal amounts (including the Bonds in such total aggregate principal amounts).

Investment Policies of the Port Authority

The investment policies of the Port Authority are established in conformity with the agreements with the holders of its obligations, generally through resolutions of the Board of Commissioners or its Committee on Finance. (See Note A(3)(k), Note C and Note E in Appendix A hereto.)

Operations

Natural Hazard and Climate Risk Mitigation Activities

Many of the Port Authority's facilities are located in or proximate to low-lying coastal areas including, in some instances, federally-designated flood hazard areas. The risk of flooding at these facilities may be exacerbated by future sea level rise or the effect of more frequent and severe storms with excessive rainfall and damaging winds. The Port Authority continues to monitor the risk of flooding, with initial planning in 2010 being supplemented through in-depth probabilistic assessments of specific weather conditions, like those most likely to result in storm surge inundation and the effects of extreme heat. The most recent update, in 2025, was one factor considered in developing the 2026-2035 Capital Plan which includes mitigation strategies for certain of these conditions.

In October 2012, Superstorm Sandy disrupted Port Authority activities at the airports, bridges and tunnels, marine terminals, World Trade Center site, and the PATH system. Most Port Authority facilities were affected to varying degrees by wind, storm surge, and power outages. The PATH system sustained the greatest damage, with significant flooding at several stations, under-river tunnels, tracks, and substations. All of the Port Authority's facilities returned to full operation, with the disruption in service, for the most part, lasting less than a week. The Port Authority took immediate action after Superstorm Sandy and developed a program of priority protective measures to protect impacted facilities prior to the

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following hurricane season, while also mobilizing an agency-wide program of recovery and hazard mitigation projects to build back more resiliently. Almost all of the full program of Superstorm Sandy projects is scheduled to be completed by 2026. The remaining projects are the installation of floodgates at JFK Airport (expected to be completed by 2029) and two PATH projects that are expected to be completed by 2031 and 2033, scheduled to limit operational changes which would be required during the work period. The current estimate of the repair costs due to Superstorm Sandy, including service restoration, asset repair and replacement, and lost revenue due to business interruption, is approximately \$3.0 billion, of which approximately \$2.5 billion has been incurred to date. Insurance coverage and federal disaster relief funds have substantially covered the Port Authority's estimated loss from Superstorm Sandy.

The Port Authority has also experienced short-term impacts from rainfall-driven flooding. Most notably, in September 2021, significant rainfall intensities associated with Hurricane Ida caused widespread flooding of transportation networks and infrastructure in the New York and New Jersey region. Due to a combination of operational preparedness, flood resilient design, and a storm track that skirted some facilities, the Port Authority avoided significant impacts. However, Teterboro Airport was closed for 32 hours due to the overwhelmed drainage system and resultant flooding of the airfield, although as an airport generally serving private aircraft rather than scheduled commercial flights, the impact on Port Authority operations and revenue was limited. Additional mitigation measures may be required over time to maintain Teterboro Airport's full functionality.

Particularly since Superstorm Sandy, the Port Authority has undertaken various actions to mitigate the risk of flooding or other storm related damage at its facilities. A site-wide comprehensive flood hazard mitigation plan was developed for the World Trade Center site that utilizes three rings of flood protection for transportation facilities, critical infrastructure, and other facilities at the World Trade Center site. Most of the permanent flood protection measures at the World Trade Center site have been installed and are available for operational deployment; the balance are expected to be completed in 2026. The Port Authority has initiated, and in many cases completed, projects to mitigate the risk of storm surge flooding at several other facilities, including: (i) installation of flood gates at PATH stations, implementation of flood mitigation procedures, and elevation of PATH signal equipment; (ii) Holland Tunnel enhanced flood protection for the tunnel's portals and vent buildings; (iii) enhanced resiliency of key airport terminals and critical support buildings, enhancement of drainage and pumping capacity, and elevation of substations and other electrical infrastructure at Port Authority airports; and (iv) reconstruction of eroded/degraded upland areas at Port Authority ports and terminals.

Beginning in 2015, the Port Authority has implemented Climate Resilience Design Guidelines (updated in 2018), which require assessment and mitigation of risks due to future sea level rise in the design process for all Port Authority capital projects in or proximate to current or future coastal flood hazard areas, using projections issued, and updated periodically, by the New York City Panel on Climate Change. Compliance with the Guidelines has also been required for major capital projects undertaken by third parties as part of the JFK Airport, LaGuardia Airport, and Newark Airport redevelopments.

Despite the efforts described above, the magnitude of the impact on the Port Authority's facilities and operations from climate change is indeterminate and unpredictable. Extreme weather and climate-related events have negatively affected, and may in the future negatively affect, the region's infrastructure, including the facilities of the Port Authority. No assurance can be given that the Port Authority will not encounter extreme weather, climate-related and natural disaster risks in the future, or that such risks will not have an adverse effect on the facilities, operations or financial position of the Port Authority.

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Environmental Sustainability Policy and Initiatives

The Port Authority's operations require long-term investments in its facilities and focus on concomitant long-term threats to enjoying the benefits of the facilities for their useful lives. The Port Authority's enterprise risk assessment process has identified climate change from greenhouse gas (GHG) emissions as such a threat that should be mitigated to the extent practicable. In addition, GHGs are often associated with criteria pollutants, such as NO_x, SO_x and particulate matter which have human health effects. Therefore, building on older Port Authority policies, on November 18, 2021, the Port Authority adopted enhanced GHG emissions reduction goals.

With respect to its direct GHG emissions (those which it produces through its operations), the Port Authority's goal is a reduction of 35% of GHG emissions by the end of 2025 and 50% by 2030, in each case when compared to a 2006 baseline. The Port Authority expects to meet both goals, in each case, through facility-wide sustainability initiatives such as use of zero-emissions vehicles, clean energy purchases, and sustainable buildings. As a longer-term goal, the Port Authority seeks to achieve net-zero GHG emissions related to all Port Authority operations by 2050. In September 2023, the Port Authority released to its website, the "Net-Zero Roadmap," a plan for achieving those goals, in part, in cooperation with its facility users. The Port Authority may supplement its physical initiatives with the purchase of renewable energy credits, as available.

More information regarding the Port Authority's sustainability goals can be found in the section entitled "*Stakeholder Considerations in Port Authority Operations*" below in this Section II.

Operating and Construction Costs

As the Port Authority's individual facilities age, it is expected that their respective operating costs will continue to increase and that there will be an increasing need for capital investment for the redevelopment, renovation or rehabilitation of existing and additional facilities in order for the Port Authority to continue to maintain appropriate levels of service. Both construction costs and operating costs for Port Authority facilities are subject, among other items, to the effects of national and regional economic conditions (including periods of inflation and periodic supply chain limitations) and the nature of governmental regulations with respect to transportation, security, commerce, energy and environmental permits and approvals and environmental impact analyses. Port Authority operating revenues are also subject to the effects of national and regional political and economic conditions, pricing cycles and external events, such as fuel availability and costs, labor and equipment costs and preventative security measures to address a variety of threats. Port Authority operating revenues and capital requirements may also be affected by enacted or proposed reductions in various federal programs.

Since late 2020, the Port Authority has experienced rapid and significant increases in its costs for construction programs, especially for large projects, due to, among other things, an economy-wide increase in inflation, extraordinary increases in the cost of certain construction materials and relative aversion to excessive economic risk on the part of some large contractors. In particular, Port Authority construction costs, including those in its largest programs, remain volatile as a result of federal tariffs and other policies with the effect of disadvantaging some foreign imports relative to American products, such as lumber, steel and aluminum and premiums to offset economic uncertainty, more broadly. In all cases, the Port Authority seeks to offset any increased costs in its construction activities through value engineering efforts, by reducing project scope or otherwise deferring or reducing spending on other capital projects.

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Changes to Federal Policies

The Trump administration, which took office on January 20, 2025, has announced various federal policy changes which might affect Port Authority operations. The changes in policy require additional clarification through new laws and regulations and as such, the Port Authority cannot be certain of the full impact on its operations, though it currently believes that no policy changes would materially adversely affect its ability to repay the Bonds or any other consolidated bonds as and when they become due.

U.S. trade policy remains dynamic with the implementation of tariffs imposed or under consideration by the United States on certain goods originating from other countries, including Canada, China, member states of the European Union, India and Mexico, among others, and the implementation of reciprocal and retaliatory tariffs on certain U.S. goods imposed or under consideration by certain of those countries. Serious trade wars with existing global trading partners, were they to occur, might decrease economic activity in the United States including the Port region and further increase the costs of construction and services for the Port Authority's 2026-2035 Capital Plan.

In April 2025, pursuant to executive order, President Trump announced that it is the policy of the United States to revitalize domestic maritime industries in light of growing dominance of Chinese activities in the sector. As part of implementation of the executive order, the Office of the U.S. Trade Representative announced new fees on Chinese-owned/operated vessels, Chinese-built vessels, and foreign-built auto carriers. Services fees and additional duties on Chinese shipping were announced, but subsequently were suspended to November 2026. To the extent ultimately imposed, such additional fees and duties would be expected to increase the cost of logistics for foreign-made goods and might result in a reduction in shipping, especially from China. Cargo originating from China currently represents about 25% of the Port Authority's shipping volume at its ports. To date, the Port Authority has experienced limited impact to its ports due to tariff policy, but it cannot be assured that response to tariff policy will remain limited in the future to the extent tariffs become more burdensome over time.

The Trump administration's efforts to reduce the size and scope of federal executive agency activities, possibly including reduction in federal grant funding, may negatively affect the ability of the Port Authority to optimize efficient operation of its facilities, as the agency is directly regulated by U.S. Department of Transportation agencies (principally Federal Transit Administration (the "FTA"), Federal Railroad Administration and Federal Aviation Administration (the "FAA")) and its operations may be affected by other federal agency actions (such as the Department of Homeland Security). The Port Authority anticipates that future federal changes may require revision to the agency's practices to meet the changing federal landscape. The Port Authority currently believes that its obligated grant funding will continue to be available and that any changes to agency practices, if required as a result of federal law or regulation, will not materially affect its financial condition.

Geopolitical Matters

The Port Authority's facilities may be sensitive to global conditions. For example, should conditions in the Middle East restrict the availability of oil (including jet fuel) and natural gas, Port Authority costs and costs of travel and transportation of Port Authority facility users could increase. Similarly, attacks on shipping through the Middle East routes or reduced availability of Panama Canal access could be detrimental to global goods shipments to Port Authority facilities. Military strikes in Venezuela could cause air space closures, flight cancellations and heightened maritime security resulting in increased operating costs for airlines and maritime companies conducting business at Port Authority facilities. Moreover, a pervasive perception that international passenger travel is unsafe, were it to develop,

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might also reduce use of Port Authority airports. The Port Authority has not experienced negative effects attributable to these matters to date, but it continues to monitor developments.

Certain Information with Respect to Security and Safety Initiatives at Port Authority Facilities

The Port Authority Security Department (“Security Department”), headed by its Chief Security Officer, provides centralized control over Port Authority security functions, programs, resources and personnel, including the agency’s 2,100 officer Port Authority Police Department (“PAPD”). Through its Security Department, the Port Authority seeks to protect the Port Authority’s customers, the general public, employees, and critical infrastructure by developing, implementing, and managing programs and projects that seek to preserve life and property, increase safety and security, and support the agency’s business objectives by strengthening resilience and continuity of operations. PAPD officers are stationed at most Port Authority facilities having law enforcement jurisdiction throughout the Port Authority region. The implementation of these security functions has involved additional capital and/or operating costs to the Port Authority and may continue to do so. Certain of these costs have been reimbursed through various federal programs.

Security Department activities are often undertaken in conjunction with federal, state and local law enforcement agencies and emergency service providers. For example, pursuant to the terms of the Aviation and Transportation Security Act, the Transportation Security Administration (“TSA”) has responsibility for civil aviation security, including day-to-day federal screening operations for passenger air transportation, and provides federal passenger and baggage screening staff under the direction of a federal Security Director at JFK Airport, LaGuardia Airport and Newark Airport. Emergency response is coordinated with the participation of regional mutual aid resources. In addition, a designated cadre of Port Authority police officers dedicated to aircraft rescue and aircraft firefighting has been assigned to JFK Airport, Newark Airport, LaGuardia Airport and Teterboro Airport in accordance with federal regulation.

The Port Authority’s Chief Safety Management Officer leads an office for oversight of the Port Authority’s safety management efforts, including in the areas of construction and operational safety, safety certification, and public safety.

Cybersecurity

The Port Authority relies on a complex technology environment to conduct its operations. To mitigate the risk of cyber incidents targeted at its systems including malware, denial-of-service attacks, business email compromise and other attacks on computers, corporate business applications, industrial control systems, and other sensitive networks and systems which could impede the Port Authority’s operations, the Port Authority has developed a cybersecurity plan, consisting of a broad array of cyber defenses which is regularly reevaluated and updated. Given ever-evolving security risks, the cybersecurity plan has been the subject of review by leading experts engaged from time to time to ensure awareness and implementation of the latest best practices. Nonetheless, the Port Authority is aware of access attempts made from time to time, and no assurances can be made that the Port Authority’s defensive measures and controls will be successful in guarding against all cyber attacks. Successful attacks could potentially disrupt revenue collection, seriously damage important Port Authority digital assets and necessitate costly remedial actions.

In particular, the Port Authority works to address potential threats due to its reliance, in part, on externally-hosted software provided by other companies (with which the Port Authority may not be in direct privity). The reliability of our internal software architecture is contingent upon the safe and secure computing environment of those companies. Together with many other users, the Port Authority may

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experience outages in its computer operations due to errors and omissions as well as intentional penetration by threat actors due to such reliance.

The Port Authority also considers the effect on its facilities of cyber incidents occurring in digital systems operated by third party vendors and facility users at Port Authority facilities. For example, although the CrowdStrike configuration update which triggered outages of certain Microsoft devices on July 19, 2024 did not directly affect Port Authority computer systems, it resulted in significant disruption at Port Authority ports and airports including cancellation or delay by airlines of hundreds of flights and slowdowns in federal customs processing of international passengers, while airline and governmental CrowdStrike customers were required to reconfigure critical systems.

Similarly, a cyber attack in July 2024 on a vendor's system also impacted the Port Authority's ability to issue or refill legacy fare payment cards for PATH transit fares for a day. Existing payment cards with stored value and "tap and pay" through the new contactless fare payment system (TAPP) remained available and disruptions and lost revenue were minimal. The vendor's forensic analysis concluded that customer payment card information was not compromised in these events and no other Port Authority systems were affected.

In addition, while it is not possible to eliminate all risk of cyber attacks on third parties which threaten Port Authority operations, the Port Authority conducts an analysis of new contracts with parties that have access to Port Authority digital assets or who use technology to provide a critical service to the Port Authority to determine the operational risk they pose, including assessing reports compiled under the "Systems and Organization Controls 2" compliance framework developed by the American Institute of Certified Public Accountants; when persistent high risk is assessed, the Port Authority requires cybersecurity insurance or other mitigants. Such contracts also require the counterparties to submit to audits of compliance with the Port Authority's cybersecurity standards. For example, all vendors and systems which store, process, or transmit credit card data or provide security for such systems are required to comply with the latest PCI-DSS, or Payment Card Industry-Data Security Standard.

Several federal agencies have recently promulgated regulations requiring specific actions of entities operating infrastructure assets or transportation systems to address cyber risk. In 2023, the TSA released updated regulations that require TSA-regulated entities to develop an approved cyber implementation plan that describes measures being taken to improve cybersecurity controls and resilience, to prevent disruption and degradation to critical infrastructure. In compliance with TSA requirements, the Port Authority developed cybersecurity plans designed to protect systems and equipment in the event of a cybersecurity incident, and to report events should they occur, and submitted the plans to the TSA for approval, which was subsequently granted.

On April 4, 2024, the Cybersecurity and Infrastructure Security Agency, an agency of the U.S. Department of Homeland Security ("CISA"), proposed regulations under the Cyber Incident Reporting for Critical Infrastructure Act of 2022 which would require expedited reporting of cyber incidents by "covered entities" (including operators of transportation infrastructure and governmental organizations) if such an incident jeopardizes the integrity, confidentiality or availability of information, or information systems. CISA reported in Spring 2025 that a final rule is to be published in May 2026.

On January 17, 2025, the U.S. Coast Guard published a final rule entitled "Cybersecurity in the Marine Transportation System" to establish baseline cybersecurity requirements for U.S.-flagged vessels and port facilities, like those of the Port Authority, governed by the Maritime Transportation Security Act of 2002. Such requirements include, among others, enhanced reporting of cybersecurity events, the development and maintenance of a tailored cybersecurity plan (by 2027), the designation of a qualified individual responsible

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for overseeing cybersecurity measures and regulatory compliance, and the implementation of measures to detect, respond to and recover from cybersecurity incidents. The rule took effect on July 16, 2025.

In March 2025, President Trump issued an executive order requiring the development of a “national resilience strategy” to prepare more effectively for disasters, including cyber-attacks and severe weather events, including preparation of a “national risk register” to inform federal, state and local emergency preparedness efforts. The executive order seeks to limit federal disaster responsibility to responding to risks consistent with federal priorities, with state and local resources assuming responsibility for other events. The Port Authority will monitor federal policy as it develops to assess the impact on Port Authority facilities and operations.

Insurance

The Port Authority carries insurance or requires insurance to be carried by its contract counterparties for its existing facilities and those under construction to protect against direct physical loss or damage and resulting loss of revenue and against liability in such amounts as it deems appropriate, considering overall availability of insurance coverage, and the costs and benefits of deductibles, retentions, and exceptions or exclusions to optimize coverage and cost tradeoffs. Based on market availability and cost of various insurance products, it may be advantageous to aggregate types of risk and individual facilities or to insure them separately. The Port Authority has the ability to insure certain portions of the coverage using its captive insurer, the Port Authority Insurance Captive Entity, LLC (“PAICE”) (see “*Port Authority Insurance Captive Entity, LLC*” in this Section II). Most policies are renewed annually and therefore will expire in the period June 1, 2026, through October 27, 2026, except as otherwise noted below.

Property Damage and Loss of Revenue Insurance Program

The property damage and loss of revenue insurance program on Port Authority facilities covers all Port Authority facilities, excluding the World Trade Center¹ (except for the area of the PATH station inside the fare zone). Portions of the property damage and loss of revenue insurance program on the Port Authority facilities are insured through PAICE and largely reinsured through commercial reinsurers.

Property damage and loss of revenue insurance on the operating portions of the World Trade Center and related infrastructure is provided in a separate program. Portions of the property damage and loss of revenue insurance on the operating portions of the World Trade Center are insured through PAICE and reinsured through commercial reinsurers.

The Port Authority also purchased property terrorism insurance with respect to all Port Authority facilities for a three-year term, effective June 1, 2025. The terrorism coverage is insured through PAICE and reinsured through the Terrorism Risk Insurance Program Reauthorization Act of 2019 (“TRIPRA”)² and commercial reinsurers.

¹ The Port Authority’s insurance programs do not provide coverage for World Trade Center Towers 2, 3, 4 (except for the Port Authority’s Tower 4 leased space), the Tower 5 site, the World Trade Center Memorial/Museum, the St. Nicholas Greek Orthodox Church and National Shrine, the Performing Arts Center at the World Trade Center and the net leased retail components (except for certain retail infrastructure) of the World Trade Center site. Coverage for these assets is the responsibility of the net lessees.

² Under TRIPRA, the formula provides that the federal government generally reinsures 80% of certified terrorism losses subject to aggregate industry insured losses of at least \$200 million and a 20% insurance carrier/captive deductible, in an amount not to exceed an annual cap on all such losses payable under TRIPRA of \$100 billion. In the event of a certified act of terrorism, the law allows the United States Treasury to recoup 140% of the amount of federal payments for insured losses during that calendar year.

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Public Liability Insurance Programs

The Port Authority’s public liability insurance programs include general liability and worker’s compensation coverage for Port Authority facilities and components of the World Trade Center and insurance for aviation war risk for aviation facilities.

Terrorism insurance with respect to the public liability insurance programs is insured through PAICE and reinsured through TRIPRA and commercial reinsurers. The terrorism insurance policy was renewed for a three-year term effective October 27, 2025.

The Port Authority also carries terrorism and/or malicious acts insurance for losses to property and liability resulting from nuclear, chemical, biological, or radiological material for all Port Authority facilities. The program is insured through a combination of PAICE, commercial reinsurers and TRIPRA and was renewed for a three-year term effective October 27, 2025.

Construction Insurance Programs

The Port Authority maintains an Owner Controlled program for all Port Authority-operated facilities under construction (excluding the World Trade Center and portions of Phase I of the Midtown Bus Terminal Replacement Program), which was renewed effective June 1, 2023 and expires June 1, 2026, including builders’ risk, general liability insurance, and statutory workers’ compensation coverage. PAICE provides portions of the general liability insurance and statutory workers’ compensation insurance is provided through commercial insurance.

Port Authority Insurance Captive Entity, LLC

In 2006, the Port Authority established a captive insurance company, known as the “Port Authority Insurance Captive Entity, LLC,” for insuring certain risk exposures of the Port Authority and its related entities. Under its current Certificate of Authority issued by the District of Columbia, PAICE is authorized to transact insurance business in connection with workers’ compensation, general liability, builders’ risk, property and terrorism insurance coverages for the Port Authority and its related entities. PAICE is the insurer of coverage for acts of terrorism, including nuclear, chemical, biological, and radiological terrorism, under the Port Authority’s public liability, and property damage and loss of revenue insurance programs, which is reinsured or partially reinsured through the federal TRIPRA program and commercial reinsurers to the extent commercially reasonable. PAICE also covers the Port Authority’s Owner Controlled insurance program and some property and loss of revenue insurance programs for certain Port Authority facilities.

The Port Authority expects to be able to replace each category of its insurance coverage described above as it expires with insurance providing substantially similar coverage, although premium costs, or self-insured retentions may vary or materially change over time driven by market factors and episodic changes in Port Authority loss levels occurring from time to time. There can be no assurance that the insurance coverage reasonably available to the Port Authority will provide coverage in every eventuality.

Stakeholder Considerations in Port Authority Operations

The Port Authority develops regional transportation, terminal and other facilities of commerce and following completion, operates and maintains them for the public’s benefit, while prudently planning to meet existing and foreseeable risks to its mission. Meeting that mission includes working with a broad group of relevant stakeholders, including facility users, governmental agencies, persons living and working nearby Port Authority facilities and others affected by the Port Authority’s operations, and prudently

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balancing current needs with the foreseeable longer-term consequences of its activities. To that end, the Port Authority seeks to address the concerns of the broader community in which it operates as an important business goal to the extent it is able to do so consistent with legal and financial constraints.

*Land Use, Environmental Concerns and Sustainability Efforts*³

Availability in the Port region of real property sites for infrastructure use is limited and urban density and overlapping resource use for multiple purposes is common. The Port Authority must comply with a wide variety of federal and state regulations and typically seeks to maintain existing facilities in use while they are redeveloped. These challenges require the Port Authority to conduct careful planning in its operations and assess foreseeable risks to the use of its facilities, based on application of scientific consensus.

Resilience Efforts. Of particular concern are climate change-driven risks as discussed in “Operations — Natural Hazards and Climate Risk Mitigation Activities”. According to New York State Department of Environmental Conservation (“NYSDEC”), increase in average temperature and increased precipitation are predicted in the Port region over the coming decades, with increasing weather variability projected. Currently however, the most pronounced physical climate risk is the already-observable rise in coastal sea levels. NYSDEC estimates that in New York City, sea levels will rise between 2 and 10 inches this decade, alone. Sea level rise can also be exacerbated by increased frequency or intensity of future storms. Since 2015, the Port Authority has broadly implemented its Climate Resilience Guidelines (available at <https://www.panynj.gov/port-authority/en/about/Environmental-Initiatives/climate-resilience.html>) to mitigate the effects of climate change on its facilities even as climate change increases the frequency and intensity of natural hazards. The Guidelines incorporate climate change projections prepared by the New York City Panel on Climate Change into the full range of Port Authority engineering and architectural design standards, as a supplement to applicable building code requirements. Ongoing Port Authority facility redevelopment efforts provide opportunities to integrate resilience into facility-wide planning, rather than as an afterthought in the design process.

Although the Port Authority believes it prudently plans for the effects of climate change on its operations, there can be no assurance that additional or different risks will not affect operations in the future.

Sustainability Efforts. In addition to climate risks at its own facilities, the Port Authority seeks to responsibly conduct its operations to limit net emissions to reduce the adverse environmental impact of its facilities on the region, with a 2050 goal to reach “Net Zero” GHG emissions at all Port Authority facilities (the “Emissions Goal”). The Emissions Goal is expected to be achieved in collaboration with the Port Authority’s facility users, including airlines, terminal operators, concessionaires, ground transportation companies, construction companies, and electricity suppliers, among others. For example, the Port Authority seeks to opportunistically replace diesel and gasoline-powered vehicles with lower emissions vehicles as efficient models become available and has required the phased replacement of certain fossil-fueled equipment used at the Port Authority’s airports and marine terminals with low- and zero-emission models. Certain projects undertaken to effectuate the Emissions Goal must be individually authorized by the Board of Commissioners upon consideration of their costs and available capital capacity.

³ Scientific information relating to climate change and its effects is sourced from material made available by the New York Department of Environmental Conservation found at this link: <https://dec.ny.gov/environmental-protection/climate-change/effects-impacts>. Additional information for New York City can be found at <https://climate.cityofnewyork.us/initiatives/nyc-panel-on-climate-change-npcc/>.

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The Port Authority seeks to reduce its own greenhouse gas emissions and reduce its cost of electricity overall, by decarbonizing its energy use. The agency has completed a 1.34 MW solar rooftop facility at LaGuardia Airport and a 5 MW solar rooftop at Newark Airport. Construction of a 12-MW solar energy system (including 7.5 MW of battery storage) at JFK Airport began in April 2024. In addition to the onsite solar generation projects, the Port Authority also decarbonizes its electricity supply by purchasing renewable energy credits, to the extent available.

Engagement with Neighboring Communities and Regional Stakeholders

The Port Authority believes its transportation activities are facilitated by maintaining cooperative relationships with its neighbors. The agency regularly engages with local community members to communicate and educate about the Port Authority’s capital projects and facility operations.

The Port Authority has also established formal mechanisms for review of its activities under its marine and air terminal lease with the City of Newark and its municipal air terminal lease with New York City. Community stakeholders also participate in community councils, such as the PATH Riders Council, the Port Authority Bus Terminal Advisory Council, the Community Advisory Council for the JFK Redevelopment Program and other community initiatives established for LaGuardia Airport and Newark Liberty International Airport.

All of these efforts provide a basis for extensive outreach when the Port Authority seeks to engage in new development. Governmental project reviews are conducted for all significant construction activities. In accordance with requirements of such agencies, the Port Authority typically conducts public information workshops, briefings and/or meetings to explain its more impactful projects and to respond to questions and address potential concerns during its planning processes for new projects. Such sessions are held both during working hours and in the evenings at convenient community locations (or conducted virtually) and are preceded by compliant notifications in publications, on relevant websites, through other traditional methods in social media, and through community partner organizations. In planning for new projects, the Port Authority seeks to mitigate adverse impacts imposed on surrounding communities to the extent practicable.

Important Stakeholder Factors in the Operation of the Port Authority

Outreach to Advance Agency Goals. The Port Authority believes it is critical to its ability to efficiently conduct its business to offer all interested persons the opportunity to work with us, either as an employee or as a vendor or contractor. To that end, the Port Authority has established programs making employment opportunities available to qualified candidates on a non-discriminatory basis through local hiring efforts, in accordance with federal and state law. The Port Authority also works to ensure that business opportunities to work with the Port Authority are available in accordance with state and federal laws, for disadvantaged, local and minority-, women-, and service-disabled veterans’-owned business enterprises.

The U.S. Department of Transportation (“USDOT”) issued an interim final rule (“IFR”) effective on October 3, 2025, modifying the federal rules under which small businesses can qualify to participate in federal disadvantaged business programs which provide preferential contracting opportunities to firms that are owned and controlled by “socially and economically disadvantaged individuals” (“Programs”). As stated in the IFR, USDOT found that the existing federal rules impermissibly discriminated based on race and sex and were unconstitutional. Future qualifications must be based on the individual experience of firm owners as expressed in a personal narrative. As a result, USDOT has required the re-evaluation of all Program participants previously certified by state and local recipients of federal aid, including those certified by the Port Authority.

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As part of the Port Authority practices, it certifies small businesses as disadvantaged in concert with all other state agencies receiving USDOT funding through state “unified certification programs” (“UCPs”). The Port Authority participates in both the New York and New Jersey UCPs.

The Port Authority, through the New York and New Jersey UCPs, is proceeding expeditiously to re-evaluate those of its previously certified disadvantaged firms that submit required documentation including personal narratives explaining the nature of the individual disadvantage suffered by the owners of the firms, and expects to complete its work in 2026. Pending reconsideration, no existing good faith Program goals remain effective and the Port Authority may not enforce them against its contractors.

No Discrimination in Transportation Operation. The Port Authority is regulated in many of its activities by federal law. Under Title VI of the Civil Rights Act of 1964 (“Title VI”), “[n]o person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” It is the policy of the Port Authority that no person will be discriminated against with regard to the availability or quality of Port Authority transportation service on the basis of race, color, national origin, sex, age, disability/handicap, creed/religion, low income, Limited English Proficiency (LEP), or any other federally protected category under Title VI. Business availability or quality of transportation services, security, emergency services, information or assistance, fare structures, frequency of service, and access to transport on facilities provided by or directly operated by the Port Authority are not determined based on any such category.

Port Authority Governance and Transparency

The Port Authority seeks to conduct its business activities in the public interest with integrity and transparency and to engage with its workforce in a forthright and equitable manner. Beginning in 2017, the agency instituted a series of initiatives to clarify its standards and to require the Board of Commissioners, its employees and those it does business with, to ascribe to those standards. Certain other information regarding the Board of Commissioners can be found under “Management” above.

Public Meetings. The Port Authority has an obligation to solicit public participation and make its affairs known to members of the general public. In accordance with this obligation, meetings of the Board of Commissioners and its committees are open to the public consistent with the open meetings laws of the two States and advance notice is provided to members of the general public and representatives of the press of all meetings to be held in open public or closed executive session and, if in closed executive session, the reason(s) therefor. Where meetings are held in open public session, anticipated agendas for such meetings are provided in advance of such meetings. Public meetings are traditionally held no fewer than 10 times per year, alternating at the Port Authority’s offices in Manhattan and Jersey City. Members of the public have the opportunity to comment to the Board of Commissioners prior to action on items considered at a public meeting, and they regularly do so, on a variety of matters.

In addition to regular Board meetings, public hearings are held in connection with the budgeting, planning, and programming of the Port Authority, including proposals for instituting or changing tolls and fares imposed for use of the Port Authority’s vehicular tunnels and bridges and passenger rail facilities and may also be held on matters requiring public consideration upon the request of the Chairman of the Port Authority or any two Commissioners, one from each State. For example, in connection with the adoption of the 2026-2035 Capital Plan and the Revenue Enhancements (*see “Certain Port Authority Financial Information - 2026-2035 Capital Plan”*), six public meetings were held in diverse locations in New York and New Jersey in the period from December 2, 2025, through December 9, 2025. Prior to commencement of the meetings, multiple newspaper advertisements were placed summarizing those of the proposed

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Revenue Enhancements which were subject to public comment and inviting comment on them and the proposed 2026-2035 Capital Plan. The Port Authority also accepted public comments via its website or through the mail for a period from November 13, 2025, through December 15, 2025.

Availability of Information. Minutes of meetings of the Board of Commissioners are publicly released following the expiration of the statutory gubernatorial veto periods of the two States and thereafter remain publicly available on the Port Authority's website. Meetings of the Board of Commissioners and its committees (other than meetings held in closed, executive session) are publicly broadcast, to the extent technologically feasible.

The Port Authority has determined that the public should have access to records of the Port Authority and has therefore established a Freedom of Information Code consistent with the freedom of information laws of the two States.

Business with Counterparties

The Port Authority conducts business with thousands of counterparties each year in the ordinary course of operations. A key component of its commitment to integrity is the activity of its independent Office of the Inspector General ("OIG") which works to keep the agency corruption-free. Through its Audit and Investigations divisions, the OIG detects, receives, and investigates allegations of fraud, corruption, waste, and abuse with respect to employees, or other individuals or organizations doing business with the Port Authority, who attempt to corrupt or unlawfully interfere with Port Authority operations. As part of its activities, the OIG conducts background investigations into contract counterparties before doing business with them and monitors the contractual commitments entered into by all vendors of the Port Authority and the regulatory requirements to which such vendors are subject.

Fair Employment Practices

The Port Authority seeks to engage and retain the agency's employees by providing an inclusive environment where all eligible employees can thrive in accordance with their abilities and interests. The Port Authority seeks to attract, engage, develop and retain a highly skilled workforce which reflects outreach to the regional community in which it operates.

The Port Authority is committed to providing equal employment opportunity for all employees and applicants in accordance with all applicable laws and rules providing protection against non-discrimination. All employment decisions, including hiring and career progression, are required to be based solely on individual qualifications, job requirement, merit and business needs. In most cases, the Port Authority will consider an applicant notwithstanding the applicant's prior criminal conviction, reviewing all pertinent facts and circumstances. This commitment is reflected in the Port Authority's Equal Employment Opportunity Policy and related Statement which are readily available to all Port Authority employees both in print and on its website. The Port Authority conducts Equal Employment Opportunity training for all new employees and for new supervisors or managers, generally within 90 days of their appointment.

Based on ongoing dialog with its employees, the Port Authority determined to institute a formal program seeking to improve workplace culture with an emphasis on considering and tracking the success of its employees throughout their careers. A permanent council comprised of the agency's senior leaders is tasked with continuing to address these and similar issues.

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Certain facilities of the Port Authority are described below in detail.

Interstate Transportation Network

The Port Authority operates all the interstate vehicular tunnels and bridges in the Port District which, together with the Port Authority Bus Terminal, PATH and the Trans-Hudson Ferry Service, constitute the Port Authority's interstate transportation network. Each of the tunnels and bridges accommodates both eastbound and westbound traffic. For purposes of efficiency and economy in collection, tolls are collected in the eastbound direction only. The Port Authority participates in the E-ZPass® Group, which currently includes various public agencies, and certain private toll operators in various states, including New York and New Jersey, in connection with the implementation of a regional electronic toll collection system. A unit of Conduent Incorporated ("Conduent") provides technology to support toll transaction processing for certain New York State tolling authorities including the Port Authority.

The bridges of the Port Authority now in operation were constructed pursuant to the Federal Bridge Act of 1906 pursuant to which the Congress of the United States required that the tolls on bridges constructed thereunder shall be just and reasonable. The Federal-Aid Highway Act of 1987, which retained the just and reasonable requirement of the 1906 Act, has applied to tolls on Port Authority bridges. Pursuant to Port Authority policy, public hearings are held by the Port Authority prior to instituting or changing tolls, fares or other charges (except for previously authorized changes) in connection with any of its vehicular tunnels and bridges or passenger rail facilities. For example, public hearings were held prior to adopting the toll increases described in "*Certain Port Authority Financial Information - 2026-2035 Capital Plan*" above.

Cashless toll collection is in effect at all the Port Authority's vehicular crossings. Implementation of cashless tolling reduces travel times, enhances safety, improves traffic flow and provides environmental benefits by limiting idling and reducing delays, as vehicles no longer have to stop at a toll plaza. However, the implementation of cashless tolling may impact toll revenues previously collected in cash, by, among other things, shifting customers to E-ZPass® transponders (which provide for toll discounts), increasing opportunities for toll evasion and requiring additional collection efforts for customers that do not hold E-ZPass® transponders and therefore are billed by mail ("Tolls by Mail"). The Port Authority encourages the use of E-ZPass® through toll incentives, as described above, and is committed to increasing delinquent toll collection, together with related fees. The Port Authority pursues unpaid bills through a variety of methods including the use of registration suspensions/holds, collection agencies and civil action.

Upon transition to a new, back-office system in April 2025, Conduent experienced certain issues related to billing "Tolls by Mail" and E-ZPass® customers, whose bills are dependent on license plate readings. Conduent has indicated that, in addition to slower processing time for these bills, the effects of the transition have made it difficult to fully evaluate their internal, back-office processing functions at this time. Although the full scope of the effects is not now known, based on disclosures to date, the Port Authority does not currently expect a material impact on its net revenues.

The first automatic annual CPI inflation-based adjustments covering tolls at the Port Authority's vehicular crossings that were authorized in 2019 took effect in January 2024 on most toll rates and across all vehicle classes ("CPI Toll Increase"), with the most recent CPI Toll Increase of \$0.48 effective January 4, 2026, for autos using E-ZPass® to pay for tolls during peak hours. An initial revision to the toll schedule on Port Authority vehicular crossings ("Initial Change in Toll Schedule") took effect January 5, 2025, providing for (i) an increase of \$0.25 to bridge and tunnel toll rates for auto, motorcycles and truck classes, and additional annual increases of \$0.25 per year for the three-year period covering 2026-2028 and (ii) two added toll adjustments, which began on July 6, 2026, designed to motivate non-E-ZPass® users to enroll

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in the program and to encourage all E-ZPass® users to properly position their E-ZPass® transponders to help offset the higher processing and collection costs for vehicles enrolled in the New York or New Jersey EZ-Pass® payment program when transponders cannot be read. An additional revision to the toll schedule on Port Authority vehicular crossings was approved by the Board of Commissioners on December 18, 2025 (“Additional Change in Toll Schedule,” together with the Initial Change in Toll Schedule, the “2025-2026 Changes in Toll Schedules”), (i) phasing out the current \$2.00 discount offered to E-ZPass® holders traveling during off-peak hours for autos and motorcycles over four year reductions of \$0.50 each, on January 3, 2027, January 2, 2028, January 7, 2029, and January 6, 2030, (ii) introducing three bus toll classes – minibuses, 2-axle buses and 3-axle buses, and (iii) gradually increasing the tolls paid by each bus class effective July 11, 2026 through January 1, 2034. The 2025-2026 Changes in Toll Schedules preserve discounts provided under the Staten Island Bridges Plan.

Central Business District Tolling Program

In 2019, the State of New York enacted the Traffic Mobility and MTA Reform Act imposing a toll on vehicles entering Manhattan below 60th Street (“Central Business District Tolling Program” or “CBDTP”), subject to certain credits and exemptions, with the revenues used to support capital improvements for the Metropolitan Transportation Authority (“MTA”). CBDTP began in January 2025, with a peak toll of \$9 for most vehicles, currently scheduled to rise to \$12 in 2028 and \$15 in 2031. Although tolls are currently being collected, CBDTP remains subject to judicial review in New York and New Jersey. In addition, the United States Department of Transportation (“USDOT”) has also opposed CBDTP, rescinding its permission for the tolls in February 2025. In response, the State of New York brought an action contesting USDOT’s ability to rescind approval previously granted. On May 21, 2025, a federal judge in that action issued a temporary restraining order preventing USDOT from withholding federal funds or approvals from the State of New York while CBDTP continues in effect. To the extent CBDTP continues in effect, the program could adversely impact toll revenue generated at the Hudson River crossings operated and maintained by the Port Authority. Ridership at PATH stations and bus terminals operated by the Port Authority may also be impacted. The Port Authority currently does not expect CBDTP, if it remains in effect, to materially change its gross revenues though it may result in shifting use patterns over its vehicular crossings. The Port Authority continues to monitor the program’s status.

Bridge Safety Following Port of Baltimore Accident

In connection with its investigation of the March 2024 collision of the *Dali* containership with the Francis Scott Key Bridge in Baltimore, Maryland, the National Transportation Safety Board (“NTSB”) released a report entitled “Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies”. The report pointed out that the size of modern vessels had increased significantly since the Key Bridge was built in the 1970s. Since only bridges built after 1991 are required to meet enhanced standards, the report requested assessments from operators of certain bridges built before 1991 to determine whether those bridges might also be at risk from collision with today’s vessels. Among the 68 bridges identified were the Port Authority’s George Washington Bridge and the Outerbridge Crossing. In performing its analysis for the NTSB, the Port Authority engaged a bridge design and engineering expert to conduct a vulnerability assessment of the two bridges, utilizing the safety standards established by the American Association of State Highway and Transportation Officials (“AASHTO”). After completing the review, the Port Authority reported to the NTSB in April 2025, that:

- the George Washington Bridge met the AASHTO standard and there is no need for additional mitigation of collision risk at the George Washington Bridge because, unlike the Key Bridge, the bridge towers are not in the shipping channel, the New York tower of the bridge is located

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on land and protected from vessel impact by a rocky shoreline, and the New Jersey fender system further protects the western tower; and

- the Outerbridge Crossing meets the AASHTO standard for the bridge piers. In addition, the Port Authority stated that containerships like the Dali do not travel under the Outerbridge Crossing because the shipping channel is not deep enough and clearance under the bridge is insufficient.

The Port Authority seeks to put in place non-structural safety measures taken in cooperation with third parties, such as the U.S. Coast Guard to further mitigate the risk of collision.

Holland Tunnel

The Holland Tunnel, which opened to traffic in 1927 and control of which was vested in the Port Authority in 1931, provides a traffic link under the Hudson River between Lower Manhattan and I-78 (New Jersey Turnpike Extension) and other New Jersey highways at Jersey City, N.J. Each of its two tubes consists of two traffic lanes.

Lincoln Tunnel

The Lincoln Tunnel, also a Hudson River crossing, connects midtown Manhattan in the vicinity of West 39th Street to the New Jersey highway system including I-95 (New Jersey Turnpike) via N.J. Route 495 at Weehawken, N.J. Each of its three tubes consists of two traffic lanes. The first tube of the tunnel was opened to traffic in 1937, with the second and third tubes opened to traffic in 1945 and 1957, respectively. Six lanes of traffic can flow at one time and the direction of the two center tube lanes can be varied to accommodate demand. Funding for the Lincoln Tunnel Helix, a seven-lane elevated structure allowing vehicular traffic to access the Lincoln Tunnel portal, is included in the 2026-2035 Capital Plan for rehabilitation to extend its useful life.

In recognition of the ongoing needs of the Port Authority's facilities for efficient transportation access and egress for goods and people, at its meeting on March 29, 2011, the Board of Commissioners authorized the effectuation of the Port Authority's participation, in cooperation with the New Jersey Department of Transportation ("NJDOT"), in the Route 1&9 Pulaski Skyway, Route 139 (Hoboken and Conrail Viaducts), Route 7 Hackensack River (Wittpenn) Bridge, and Route 1&9T (New Road) projects (collectively, the "Lincoln Tunnel Access Infrastructure Improvements"), on a basis consistent with the Port Authority's budget and capital plan. See discussion of Roadway Projects under "*SEC Settlement and Certain Other Matters*" in Section I hereof.

George Washington Bridge

The George Washington Bridge, which opened to traffic in 1931, is a fourteen-lane, two-level suspension bridge over the Hudson River joining upper Manhattan and Fort Lee, N.J. The bridge and its approaches provide connections via I-95 (New Jersey Turnpike), I-80 and other state highways in New Jersey to northern Manhattan, the Bronx and regional highway systems east of the Hudson River. The George Washington Bridge Bus Station is situated over the approach to the bridge (see "*George Washington Bridge Bus Station*" in this Section II).

Beginning in 2011, the Board authorized individual projects associated with the "Restoring the George" program. The approximately \$2 billion restoration program is comprised of 11 projects that will provide for the rehabilitation, replacement and modernization of bridge assets to extend their useful life and

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ensure a state-of-good-repair to protect safety, mobility and revenue generating capacity of the bridge. Funding for the remainder of the “Restoring the George” program is included in the 2026-2035 Capital Plan to address completion of rehabilitation projects for main cables, the south walk and approach ramps, the underside of the lower level, and overpasses above the Trans Manhattan Expressway, which projects are currently expected to be completed by 2033.

Bayonne Bridge

The Bayonne Bridge, which opened in 1931 over the Kill Van Kull, connects Bayonne, N.J., and Port Richmond, N.Y., on Staten Island. The bridge accommodates four lanes of vehicular traffic. On April 24, 2013 and December 7, 2017, the Board of Commissioners authorized a project to replace and raise the main span roadway and approach structures at the Bayonne Bridge as part of the Bayonne Bridge Navigational Clearance Program (“BBNCP”). The BBNCP increased the navigational clearance of the Bayonne Bridge to 215 feet, allowing for the passage of larger cargo ships. In June 2019, the BBNCP was substantially completed at a total project cost of approximately \$1.6 billion.

Goethals Bridge

The Goethals Bridge, which opened in 1928 over the Arthur Kill, between Elizabeth, N.J., and Howland Hook, N.Y., on Staten Island, furnishes a direct connection between I-95 (New Jersey Turnpike) and I-278 (Staten Island Expressway).

Beginning in April 2013, the Board of Commissioners took action to advance the implementation and delivery of a replacement Goethals Bridge (the “Replacement Bridge”) as a public-private partnership, at an estimated total project cost of \$1.5 billion, comprised of costs of the design and construction of the Replacement Bridge, financing during construction and other construction-related costs, and certain Port Authority-funded project costs. On August 30, 2013, the Port Authority and a private developer entered into an agreement (the “Project Agreement”) for the design, construction, financing and maintenance of the Replacement Bridge, a cable stayed bridge consisting of two spans, with a total of six twelve foot wide travel lanes, twelve foot wide outer shoulders, and five foot wide inner shoulders, that will improve safety, alleviate congestion, and accommodate future traffic growth. Funding for the Replacement Bridge was provided by the New Jersey Economic Development Authority through \$460,915,000 in tax exempt private activity bonds, and a Transportation Infrastructure Finance and Innovation Act (“TIFIA”) direct loan in the amount of \$473,673,740 (excluding capitalized interest) from the United States Department of Transportation, acting by and through the Federal Highway Administrator, as well as approximately \$106.8 million of project equity. The remaining \$150 million needed for construction was contributed by the Port Authority, based on achievement of certain milestones (which were deemed timely met). Substantial completion of the Replacement Bridge was achieved on June 30, 2018 (“Substantial Completion”) and project completion, including the demolition of the existing bridge, occurred on December 31, 2018 (“D&C Completion”). The Project Agreement provided for operation and maintenance of the Replacement Bridge by the private developer for a thirty-five year term, ending in 2053 in return for a monthly “developer financing arrangement” availability payment (“DFA Payment”) from the Port Authority, with the DFA Payments aggregating approximately \$1.02 billion, subject to certain adjustments for non-compliance or lane unavailability. The Port Authority continues to operate the Replacement Bridge toll collection operation and receives all toll revenues. The Port Authority is also required to pay the private developer a monthly capital maintenance payment and a monthly operational maintenance payment, which are also subject to certain deductions for non-compliance by the private developer with the Project Agreement, and which are payable in the same manner as other Port Authority capital and operating expenses. The DFA Payments are a special obligation of the Port Authority, payable from the proceeds of obligations of the Port Authority issued for such purposes, including consolidated bonds issued in whole or

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in part for such purposes, or from net revenues (as defined below) deposited to the Consolidated Bond Reserve Fund, and in the event such net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. For purposes of the Project Agreement, “net revenues” are defined, with respect to any date of calculation, as the revenues of the Port Authority pledged under the Consolidated Bond Resolution, and remaining after (i) payment or provision for payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to the authorized purposes under Section 7 of the Consolidated Bond Resolution. Payment of the DFA Payments is subject in all respects to payment of debt service on consolidated bonds as required by the applicable provisions of the Consolidated Bond Resolution and payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund statutes. The Port Authority’s payment of the DFA Payments is not secured by or payable from the General Reserve Fund. Additionally, the Port Authority’s special obligation with respect to the DFA Payments does not create any lien on, pledge of or security interest in any revenues, reserve funds or other property of the Port Authority.

In September 2021, the Port Authority and the developer entered into a final agreement for the closeout of the design and construction portion of the Replacement Bridge project, and each party released all related claims against the other.

Pursuant to the Project Agreement, the Port Authority retained the right to terminate the Project Agreement for convenience upon payment of all of the DFA Payments discounted at the rate of 13.8% (the “Discounted Fee”). The Port Authority is considering whether to terminate the Project Agreement and pay the Discounted Fee.

Outerbridge Crossing

The Outerbridge Crossing, which opened in 1928, spans the Arthur Kill between Perth Amboy, N.J., and Tottenville, N.Y., on Staten Island, and provides interconnections between I-95 (New Jersey Turnpike) and the Garden State Parkway via Route 440 to the West Shore Expressway, Richmond Parkway and I-278 (Staten Island Expressway), providing access to Long Island via the Verrazano Narrows Bridge. The bridge accommodates four lanes of vehicular traffic.

To strategize the long-term asset management and to maintain the Outerbridge Crossing in state-of-good repair, the Port Authority conducted a comprehensive condition assessment of the bridge, which assessment was completed in the second quarter of 2020 and identified certain priority repairs. Work on the priority repairs began in July 2022.

In February 2022, the Port Authority announced that the agency would conduct a study to explore the feasibility of widening and improving the traffic flow of the Outerbridge Crossing. The study has been completed. The Port Authority has included major rehabilitation work of the bridge’s structure, roadway and deck in its 2026-2035 Capital Plan at an expected cost of \$336 million. The project includes funding for preliminary work for the eventual replacement of the bridge during the next (post 2035) Port Authority capital plan period.

Port Authority Bus Terminal

The Port Authority Bus Terminal (the “Bus Terminal”), which occupies approximately one and one half city blocks between West 40th and West 42nd Streets and between Eighth and Ninth Avenues in

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midtown Manhattan one block west of Times Square, began operations in December 1950, with a second wing added in 1979 and a partial retrofit in 2007. The Bus Terminal is the busiest bus terminal in the world by volume of traffic, serving about 8,000 buses and 225,000 people on an average weekday and more than 65 million people a year. The facility has three bus operating levels and serves both commuter and long-haul intercity buses. Today, the Bus Terminal is challenged with aging infrastructure and systems, increasing functional and physical obsolescence of assets and facilities, and fundamental capacity shortfalls amid growing commuter and travel demand and the Board has authorized a program to replace it with a new facility (“Midtown Bus Terminal Replacement Program” or “MBTR”).

Preparation for Redevelopment

In February 2017, June 2021, June 2023 and February 2024, the Board of Commissioners authorized an aggregate sum of \$425 million for planning and engineering for MBTR and for supervision of that work.

Based on an extensive outreach effort to interested stakeholders in both States to develop the scope of the new facility, in January 2021, the Port Authority published a final planning-level scoping report, with a new enhanced plan for the MBTR, including bus storage and staging, open space, and related development of adjacent real property, and providing for a nearly 30 percent increase in bus rider capacity through the new facility. In June 2021, the FTA began the federal environmental review process consistent with the National Environmental Policy Act (“NEPA”) and its own requirements. The Port Authority also voluntarily submitted its plans for the scope of the MBTR to New York City (“City”), for review under the City’s Uniform Land Use Review Procedure (“ULURP”) as a method for collecting local response to the plans, even though no private property was to be acquired in connection with the MBTR.

In February 2024, the FTA published the draft Environmental Impact Statement (“DEIS”) for the MBTR and the Port Authority released revised project plans in response to stakeholder feedback with a preferred alternative for constructing the new facility on the site of the existing Bus Terminal. A Final Environmental Impact Statement (“FEIS”) was published in the Federal Register on October 4, 2024 providing for certain modifications to address other public comments received. On December 4, 2024, the project received final approval from the FTA under NEPA with the issuance of a Record of Decision, concluding the federal review process. The City approvals under ULURP were received in December 2024.

The New Bus Terminal

The MBTR when complete, will fully replace the existing Bus Terminal. The proposed new MBTR is proposed to be a world-class facility including (a) a new main Bus Terminal, (b) a separate storage and staging building for up to 350 buses and (c) new ramps leading directly into and out of the Lincoln Tunnel. The revised MBTR plan seeks to address the objectives of local stakeholders and includes (i) a proposal for the permanent closure of a portion of 41st Street between Eighth and Ninth Avenues; (ii) added capacity to allow curbside inter-city buses that currently pick up and drop off on city streets surrounding the Bus Terminal to move their operations inside the new Bus Terminal and off the streets; (iii) the creation, at the end of construction, of 3.5 acres of publicly-accessible green space on Port Authority property created by decking over the below-grade Dyer Avenue “cut” (“Deck-Overs”) initially to be used for construction laydown areas; (iv) new concessions and retail amenities that are street facing, as well as interior concessions and retail opportunities inside the new Bus Terminal; and (v) the construction of improved and attractive facades, enhancing the visual quality of the new Bus Terminal, including a unified central atrium entrance on 41st Street and Eighth Avenue.

As described further below, current MBTR plans provide for a phased, build-in-place construction approach, first building an interim Bus Terminal (“IBT”) on a site immediately west of the existing Bus

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Terminal, so that the IBT can serve as a temporary terminal while the existing Bus Terminal is demolished and rebuilt. Once the new Bus Terminal is complete, the IBT will be converted to a bus storage and staging facility for buses accessing the new Bus Terminal (“SSF”, and with the IBT, the “IBT/SSF”). The IBT/SSF and new vehicular ramps from the Lincoln Tunnel to support the IBT/SSF (“Ramps”) are estimated to be completed five years from construction commencement, and the new Bus Terminal is estimated to commence construction upon completion of the temporary facility.

Board Action

In July 2024, the Board of Commissioners authorized a project for the construction of the Deck-overs (“Deck-Overs Project”) as part of the MBTR at an estimated total project cost of \$271 million (inclusive of approximately \$10 million in previously authorized planning and engineering costs) and authorized the award of contracts for general construction services to deliver the Deck-Overs Project and for construction management services to MLJ Contracting of Great Neck, New York and Tishman Construction Corporation (d/b/a Aecom Tishman), respectively.

In December 2024 (following receipt of federal and local authorizations), the Board authorized the first phase (“Phase 1”) of the MBTR comprised of (i) construction of the Deck-Overs; (ii) the IBT/SSF and (iii) the Ramps. The IBT/SSF and the Ramps are hereinafter referred to as the “SSFR” and the SSFR and the Deck-overs constitute Phase 1 of the MBTR. In Phase 2 of the MBTR, the existing Bus Terminal will be demolished, and the new Bus Terminal will be constructed. Phase 1 was initially authorized by the Board at a total project cost (“TPC”) of \$4 billion, including, in addition to construction costs, planning and design work, oversight and supervision and financial costs.

In June 2025, following receipt of firm proposals for construction of the SSFR, the Board of Commissioners reauthorized Phase 1 at a TPC of \$4.8 billion, 20% higher than the initial authorization, reflecting the proposers’ assessment of the complexity of Phase 1, the difficult working conditions in Midtown Manhattan and general economic uncertainty.

In June 2025, the Board also authorized the award of a contract for the SSFR construction work to Tutor Perini Corporation (“Tutor Perini”) as further described below.

In July 2025, the Board authorized the Port Authority to enter into an arrangement with a joint venture comprised of STV Construction, Inc. and Turner Construction Corporation for construction management services for the SSFR for a five-year term, where services to be provided will be determined on a year-by-year basis, with a cost based on fully-loaded billable rates of construction management personnel who perform the services.

Phase 1 Cost and Schedule

The construction proposals received for the SSFR were each higher than expected by agency staff and two independent cost estimators engaged by the Port Authority as part of the MBTR planning efforts. The contract entered into with Tutor Perini for Phase 1 work provides for two categories of construction activities over the anticipated five-year construction schedule for Phase 1:

- construction work for the structural elements of the IBT/SSF (“core and shell”) and the Ramps at a total construction cost (“TCC”) of \$1.87 billion; and
- mechanical, electrical and plumbing work, architectural finishes and facades to be procured by Tutor Perini with oversight and approval of the Port Authority through specified

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construction packages (“SCP Work”). The contract requires Tutor Perini to subcontract all SCP Work with full transparency in pricing; however, the Port Authority remains at risk that the cost for the SCP Work would exceed the current Port Authority estimate contained in the \$4.8 billion TPC for Phase 1, potentially further raising the overall cost of MBTR if bids are higher than currently estimated.

The Port Authority has also increased its estimate of Phase 2 TCC in light of the costs reflected in the Phase 1 proposals so that the budget for the TPC for the full MBTR is \$11 billion (a 10% increase in overall TPC from the previously announced \$10 billion). The full MBTR budget assumes a currently estimated level of cost reductions due to the value engineering efforts described below.

Notwithstanding the TPC increases described in this section, the Port Authority anticipates it will be able to significantly decrease the TPC for both Phase 1 and the estimate for TPC for the full MBTR through efforts which are currently ongoing. The consideration of design plans and specifications seek to eliminate elements which are inefficient, unnecessary or duplicative and do not add to the efficiency and utility of the IBT/SSF. The review will retain all aspects of the MBTR on which federal and city approvals were based. As is the case in all such efforts, there can be no assurance that the value engineering efforts to reduce the TPC for the MBTR will be successful or that additional unexpected costs will not be incurred in the case of the MBTR.

The Port Authority broke ground on the Deck-Overs Project in June 2025. Early work on the SSFR has begun and a notice to proceed was issued in November 2025. An early part of Phase 1 is to be construction of temporary ramps from the Lincoln Tunnel to allow work to proceed on and around the current ramps. Although the temporary ramp locations were considered in the FTA NEPA review, the developer of a newly constructed residential tower adjacent to the temporary site has requested changes to the temporary ramp construction plans. The Port Authority has proposed certain modifications, which have been shared with relevant stakeholders and are under discussion with the developer. There can be no assurance that this event or other unanticipated events will not result in material delays in construction or additional costs over the course of Phase 1.

The Port Authority has also begun planning and design for Phase 2 of the MBTR, including consideration of value engineering for the new main Bus Terminal, as described above.

Available Financing

The cost of Phase 1 is intended to be funded using a combination of capital funding from the proceeds of consolidated bond issuances and surplus net revenues.

On January 13, 2025, the U.S. Department of Transportation acting by and through the Build America Bureau purchased a privately-issued consolidated bond of the Port Authority in the principal amount of up to \$1,897,273,235 exclusive of capitalized interest to finance a portion of the costs of Phase 1 (the “TIFIA Bond”). Designated as “The Port Authority of New York and New Jersey Consolidated Bond Two Hundred Forty-Seventh Series,” the TIFIA Bond bears interest at 4.95% (the statutorily set rate equal to the 30-year State and Local Government Series (SLGS), securities issued by the U.S. Department of Treasury, plus one basis point), and is a senior obligation of the Port Authority paid equally and ratably with the Port Authority’s other consolidated bonds. The TIFIA Bond matures on the earlier of the 35th anniversary of the date of substantial completion of Phase 1 and (b) November 15, 2064. (See Section V hereof, “*Schedules of Outstanding Debt.*”)

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In order to support the MBTR project, the City has entered into a non-binding Memorandum of Understanding with the Port Authority dated March 12, 2024 pursuant to which it would assess payments in lieu of real property taxes (“PILOT payments”) on certain Port Authority real estate developments not to exceed 6 million gross square footage in the aggregate, and then would allow the Port Authority to collect such PILOT payments for a 40-year period for each real estate development following completion of its construction, instead of the City doing so. The PILOT payments are anticipated to be from towers constructed using air rights over the new bus terminal which will be constructed as part of the MBTR and from development of a site in an adjacent area of Manhattan (“30th Street Site”) which is in an early stage and may not come to fruition. The PILOT payments, if achieved in full, have an estimated net present value of \$2 billion. Following the PILOT period, the PILOT payments would revert to the City. On December 16, 2025, the Port Authority and the City entered into a binding PILOT agreement for the 30th Street Site, which remains in development.

The PILOT payments are speculative at this time as (a) the towers over the new bus terminal need to be developed, leased and constructed consistent with other elements of the MBTR; and (b) the remaining site development is in early stages and may not proceed. In either case, receipt of the payments is dependent on many factors outside the control of the Port Authority. As the amount and timing for any PILOT payments are ultimately dependent on market conditions and other exigencies, the Port Authority currently forecasts that it will provide all of the funding for MBTR. As the amount and timing of such PILOT payments become clearer, they will be added to the sources of future capital spending needs.

George Washington Bridge Bus Station

The Port Authority owns the George Washington Bridge Bus Station (the “Bus Station”), a facility located in the Washington Heights section of Manhattan and situated over the approach to the George Washington Bridge. The Bus Station provides bus terminal facilities to approximately 10,000 passengers currently traveling to and from upper Manhattan on a typical weekday. In addition, pursuant to a lease with a private developer entered into in 2011 and extending through 2060 with certain additional options to extend thereafter (the “GWBBS Lease”), new retail areas above the Bus Station were designed, constructed and opened to the public beginning in May 2017, with the final permit to occupy issued in May, 2024. Currently, the retail areas are substantially leased. In 2019, the private developer filed for bankruptcy protection, and following a court-supervised sale and subsequent assignment by the purchaser, the GWBBS Lease is now held by GWB Acquisition LLC and is required to operate the retail areas in accordance with the GWBBS Lease. A portion of the acquisition price was financed pursuant to a leasehold mortgage encumbering the lease pertaining to the retail areas.

Railroad — The Hudson Tubes Facility

The PATH system is an interurban rapid transit system with thirteen stations, including the World Trade Center Transportation Hub, which operates between Newark, N.J., and New York, N.Y., including a spur to and from Hoboken, N.J.

In 1962, the two States enacted legislation authorizing the Port Authority to undertake a port development project consisting of a World Trade Center and the Hudson Tubes, the interurban rapid transit system described above which was formerly operated by the Hudson & Manhattan Railroad Company. The legislation, as subsequently amended, also provides for certain Hudson Tubes extensions pertaining to passenger railroad facilities in the State of New Jersey, as well as a series of improvements to Pennsylvania Station in the City of New York, and to its railroad approaches from the State of New Jersey with a goal to better integrate passenger rail transit in the region. The legislation also provides for the Port Authority to

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acquire, rehabilitate and operate this rail transit property either directly or through a wholly owned subsidiary corporation.

The Port Authority Trans-Hudson Corporation was formed in May 1962 by the Port Authority, and on September 1, 1962, it acquired the Hudson Tubes railroad and equipment, including the former terminal buildings of the Hudson & Manhattan Railroad Company in Manhattan. Title to the Journal Square Station and related property was vested in the Port Authority Trans-Hudson Corporation in February 1970. The Commissioners of the Port Authority serve as the Directors of the Port Authority Trans-Hudson Corporation, and Richard Cotton is its President.

In its Certificate filed August 24, 1962 authorizing acquisition and operation of the Hudson Tubes by the Port Authority Trans-Hudson Corporation, the Interstate Commerce Commission stated in part that: “The Port of New York Authority is not a carrier under the provisions of the [Interstate Commerce] act and the effectuation of the proposed transaction by the Port Authority Trans-Hudson Corporation, a wholly owned subsidiary of the Port of New York Authority, will not make the Port of New York Authority a carrier under the act.” Fares charged on PATH are not subject to federal regulation at the present time.

PATH fares are indexed to inflation, based on CPI, with increases occurring when the cumulative increase in CPI, as measured from the last CPI fare increase, would, when applied to the single ride fares, result in an adjustment of at least \$0.25. The most recent fare adjustment became effective in January, 2025. On December 12, 2024, the Board of Commissioners approved a new reduced fare program for customers with disabilities using the PATH system which became effective in June 2025. The 50% fare reduction matches the reduced fare program currently available for senior riders.

At its December 2025 meeting, the PATH Board also approved significant service improvements requested by many riders, beginning in 2026 and resulting in more frequent rush hour service, more frequent late night and weekend service and direct weekend service between Journal Square and 33rd Street, Hoboken and 33rd Street and Hoboken and World Trade Center (rather than all trains servicing all New Jersey stops). The service improvements will commence in mid-March 2026 and phase in through March 2027.

The Port Authority has made significant investments in the PATH system over the past several years and continues to repair or replace critical infrastructure throughout the PATH system and renovate PATH stations. In June 2019, PATH announced its multi-year “PATH Improvement Plan” to increase ridership capacity across the system. The PATH Improvement Plan also sought (i) upgrades to certain station platforms to allow longer trains; (ii) the transition from 8-car train operations to 9-car train operations during peak times on the Newark to World Trade Center line; and (iii) a new contactless fare payment system that allows passengers to pay fares with the tap of a contactless debit or credit card, smartphone or wearable device (the “Total Access PATH Payment”, or “TAPP” system). The platform upgrades have been completed and 9-car operations during peak times began in March 2023. The TAPP system was launched in December 2023 at selected stations and was expanded system-wide by May 2024. PATH has also purchased and placed into service 72 new rail cars. In April 2024 the Port Authority announced the PATH Forward program consisting of \$430 million of previously authorized projects, some of which were already underway, to upgrade stations, tracks and other critical equipment, focusing on improving reliability and modernizing stations. This work includes \$230 million authorized by the PATH Board in November 2023 to maintain elements of the track system and the older rail car fleet in a state of good repair.

One of the Revenue Enhancements adopted together with the 2026-2035 Capital Plan was an increase in PATH fares of \$1.00/trip, in annual \$0.25 increments over the period 2026 – 2029 (*See Certain Port Authority Financial Information - 2026-2035 Capital Plan*). As part of the obligations of the Port Authority and PATH under Title VI of the Civil Rights Act of 1964, PATH is required to analyze the impact of any

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fare adjustment across low-income and minority populations to determine whether the proposal, if adopted, would create disparate impacts or disproportionate burdens for those groups and, if so, to take steps to mitigate or avoid any such effects. PATH has completed this analysis and determined that the PATH fare increase portion of the Revenue Enhancements will not impose a disparate impact on minority riders or disproportionate burden on low-income riders, in each case, as served by PATH.

In 2024, PATH operated at a deficit (See Schedule D-2 and Schedule E in Exhibit A). It is anticipated that PATH will continue to generate annual operating deficits in future years. Port Authority revenues or reserves, including funds in the Consolidated Bond Reserve Fund and the General Reserve Fund, are available to pay deficits resulting from the cost of operations or debt service allocable to this facility subject to the requirements of the Consolidated Bond Resolution and the statutes and resolutions pertaining to the General Reserve Fund. PATH's deficit since 2020 has been exacerbated due to the lingering effects of changes in commutation patterns during the COVID-19 pandemic. For the nine-month period ended September 30, 2025, ridership was approximately 72.9% of the same period in 2019 (with the monthly ridership for September 2025 at 79% of 2019 levels).

Trans-Hudson Ferry Service

Commuter ferry service, which commenced in October 1989, between Hoboken, N.J. (at a site adjacent to the New Jersey Transit Corporation's ("NJ Transit") rail and bus terminals and PATH's Hoboken station), and Battery Park City in Lower Manhattan (at a site adjacent to the World Financial Center), is provided by a private sector entity under several agreements with the Port Authority pertaining to such service.

From time to time, the Board of Commissioners has taken action in connection with the creation of new ferry service routes, operated by private sector entities under agreements with the Port Authority pertaining to such service, and the Port Authority has undertaken various ferry projects in the New York and New Jersey portions of the Port District to enhance interstate mass transit capacity.

2011 Tolls Litigation

An individual plaintiff instituted an action in September 2011 in the United States District Court for the Southern District of New York against the Port Authority and certain other entities of the States of New York and New Jersey seeking declaratory and injunctive relief stating that tolls collected and not used for purposes of the interstate transportation network could violate the Commerce Clause of the U.S. Constitution. The Port Authority disputes the plaintiff's allegations in this matter and is vigorously defending the Port Authority's position that the tolls schedule adopted by the Port Authority in 2011 does not violate the Commerce Clause.

Air Terminals

The Port Authority owns or operates five airports to serve the Port District. The Port Authority's airport revenues have historically been somewhat insulated against dramatic downturns in the aviation industry because they come from a variety of sources, including cost recovery based fees, charges for airport users, facility rentals and commercial activities at the airports, and federal funding. However, commercial activities, primarily volume-based rentals and fees from concessionaires, are most sensitive to passenger volumes and were negatively affected by the dramatic reductions in passenger volumes experienced in the COVID-19 period. In addition, airport revenues may be affected, over time, by trends in the airline industry, the desirability of the New York metropolitan region as a destination, the nature of federal legislation,

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governmental regulations and judicial proceedings affecting the airline industry, including with respect to security, and national economic conditions.

Flight Fees. Airlines operating at JFK Airport, LaGuardia Airport and Newark Airport are required to pay cost recovery based fees to the Port Authority, as compensation for the Port Authority's ongoing design, construction, operation and maintenance of certain public aircraft facilities, calculated on the basis of the direct and allocated costs of constructing, operating and maintaining such public aircraft facilities and the weight of aircraft using the airport. Airlines pay flight fees pursuant to an agreement with the Port Authority ("Flight Fee Agreement") which contains provisions setting forth the relevant flight fee formulations and methodologies or, if no Flight Fee Agreement is entered into, under a rates and charges tariff promulgated by the Port Authority at each airport. The Port Authority most recently entered into new Flight Fee Agreements and a new corresponding tariff effective as of January 1, 2024 to remain in effect through 2034. The new fee arrangements include revised formulations and methodologies that provide for higher cost recovery (and therefore higher annual revenues) to the Port Authority than the fees and charges previously in effect.

User Fees. In September 2019, the Board of Commissioners adopted a CPI based increase of the fares for AirTrain JFK and AirTrain Newark, as well as the establishment of a new Ground Transportation Access fee at JFK Airport, LaGuardia Airport and Newark Airport effective April 5, 2021. A CPI based \$0.25 fare increase for each of AirTrain JFK and AirTrain Newark went into effect in March 2023, with another increase scheduled to occur in March 2026. As part of the Revenue Enhancements adopted by the Board in connection with the 2026-2035 Capital Plan (*See Certain Port Authority Financial Information - 2026-2035 Capital Plan*), the Ground Transportation Access fee charged to certain classes of commercial vehicles will be increased from \$2.50 to \$5.00, phased in over three years, for all for-hire vehicles other than taxis (such as limos and app-based providers) for each pick-up and drop-off, and will be increased from \$1.75 to \$2.50, phased in over three years for each taxi pick-up. Each pooled for-hire-vehicle pick-up and drop-off (where two or more paying parties share a single pre-arranged ride and pay separately), will increase from \$1.75 to \$2.50, phased in over the same three-year period. Such increased charges better reflect similar fee levels at peer airports.

Facility Rents. The Port Authority permits a variety of commercial parties to develop, construct and operate terminals at its airports, including terminals through which passengers access waiting airplanes, and cargo terminals. Rents include fixed ground and building rents as well as variable rents generally based on throughput volume, with guaranteed minimum payments.

Commercial Activities. The Port Authority also receives revenues for airport vehicle parking and shares in a portion of the revenues earned at its airports for other concession-based operations including rental car operations, advertising, cargo operations and similar activities.

Federal Funding. The FAA provides funding to airport sponsors like the Port Authority from several sources. Funds for its Airport Improvement Program, which provides grants for airfield capital improvements to enhance safety, security, capacity and environmental improvements, are appropriated by the United States Congress and awarded by the FAA based on a determination that the funded projects are justified based on civil aeronautical demand.

The Port Authority also submits applications in connection with the imposition and use of passenger facility charges established under federal law ("PFCs") at LaGuardia Airport, JFK Airport and Newark Airport, and, as of May 17, 2010, at Stewart Airport, to be collected by the airlines from passengers on behalf of the Port Authority and expended by the Port Authority for certain authorized projects. Pursuant to federal law, both the collection and expenditure of PFCs require prior approval of the FAA. The Port

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Authority recently submitted a new application for imposing approximately \$1.4 billion in PFCs to be used primarily for the Newark Liberty International Airport AirTrain redevelopment and the roadways, ground transportation center and utilities project at John F. Kennedy International Airport. The FAA approved the application on July 15, 2025.

Finally, the Port Authority expects to receive a limited amount of additional federal aviation-related assistance through 2026 pursuant to the provisions of the 2021 Infrastructure Investment and Jobs Act (“IIJA”). The IIJA provides annual grant funding for new airport infrastructure (the “Airport Infrastructure Grants”) totaling \$15 billion, allocated among U.S. airports based on enplaned passengers, in the period 2022-2026. In federal fiscal years 2022 through 2025, Port Authority airports received an aggregate allocation of approximately \$519 million.

FAA Part 16 Settlement

In 2014, United Airlines, Inc. (“United”) brought an action before the FAA under the Airport and Airways Improvement Act of 1982, as amended (“AAIA Action”) claiming that the Port Authority’s rates and charges (the Port Authority’s “flight fees”) for airlines at Newark Airport were not fair and reasonable. Following consideration of the claims, the FAA concluded in 2018 that the Port Authority’s rates and charges at Newark Airport, which had applied a fixed overhead charge to direct cost recoveries, were not sufficiently transparent. The Port Authority modified its rates and charges in consensual agreements with Newark Airport airlines (including United) to provide for allocated overhead charges for different categories of direct costs, effective in 2019. In addition, the Port Authority agreed to modify its accounting systems to make available to the FAA more detailed information on its recoverable costs.

An order issued by FAA Associate Administrator for Airports (“Associate Administrator”) in the AAIA Action in January 2021 (the “Order”) required the Port Authority to propose a Corrective Action Plan for FAA approval which would require the Port Authority to confirm annually that it had not used revenues earned from airport activities for facilities it did not own or operate (“No Prohibited Payment Requirements”), which was submitted in July 2021 and accepted by the FAA in a settlement agreement described below entered into in July 2023 (“FAA Settlement Agreement”). Under the Order, the cost of facilities which are not owned or operated by the Port Authority would be allocated to the Port Authority’s non-airport revenues and the Port Authority could continue to use airport revenues limited to a statutorily authorized cap in support of its owned or operated facilities other than the airports (“Grandfather Limit”). Examples of facilities on which the Port Authority has expended funds but which would not qualify for application of airport revenues under the Grandfather Limit are the Gateway Program and the Lincoln Tunnel Access Infrastructure Improvements (see “*Interstate Transportation Network – “Lincoln Tunnel”* and “*Regional Development – The Gateway Program*” in this Section II.)

The Settlement Agreement is a complete and final settlement of the AAIA Action and of all claims raised by any party in the AAIA Action, including, without limitation, any claims that the Port Authority may have (i) engaged in improper revenue diversion; (ii) charged unfair, unreasonable or unlawful rates and charges or (iii) committed any other wrongful act, in each case, without requiring the Port Authority to admit any such acts had occurred or imposing any penalty. The FAA agreed that the Port Authority had Grandfather Limit exemption rights, that there was insufficient evidence that its rates and charges methodology as described in the AAIA Action was unfair, unreasonable or resulted in overpayment by airlines at Port Authority airports, and that the Port Authority had made no prohibited payments from airport revenues in the audited period (2012-2021), because there was sufficient net revenue from the Port Authority’s other business lines to cover those payments. The FAA also confirmed that the Port Authority was fully eligible to apply for and receive grants under the Airport Improvement Program and to apply to collect and use passenger facility charges, in each case as provided by statute.

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The FAA Settlement Agreement requires the Port Authority (i) to forego the use of airport revenue except on its airports or in support of its owned or operated facilities and to confirm that it has done so by annually reporting that it has passed the No Prohibited Payments Requirements; (ii) to upgrade its accounting system to more easily trace charges allocated to airlines to Port Authority costs in accordance with the Port Authority’s Flight Fee Agreements; (iii) to provide information related to airport revenue and rates and charges to the FAA and airlines at its airports within 60 days or as promptly as practicable, and (iv) to dismiss an appeal of the prior FAA orders which was pending at the United States Court of Appeals, District of Columbia Circuit. In the event that the Port Authority cannot show it has satisfied the No Prohibited Payments Requirements in any year, the FAA and the Port Authority agreed that they will jointly determine an appropriate method to provide a reasonable balancing payment mechanism to compensate the Port Authority Aviation line of business for any overage on a dollar-for-dollar basis over a reasonable period of time. The FAA Settlement Agreement also includes a list of types of expenditures which would not be prohibited because they were presumed to be in support of the Port Authority’s owned or operated facilities.

The Port Authority does not expect that the settlement as provided in the FAA Settlement Agreement will adversely affect the security pledge arrangements for the Consolidated Bonds or otherwise negatively impact the Port Authority’s ability to pay debt service on the Consolidated Bonds or to meet any current contractual obligations.

From time to time, Congress has formally considered the repeal of the Grandfather Limit exemption provisions of the Airport Improvement Act. No such consideration is pending at this time.

Airport Runway Capacity and Slots; Air Traffic Control

Air traffic control (“ATC”) at United States’ airports is managed by the FAA as part of its statutory responsibility for the National Air Space (“NAS”). As part of management of the NAS, the FAA has designated JFK Airport, LaGuardia Airport, and Newark Airport as capacity constrained – airports historically having more demand for runway operations than available capacity allows during certain peak-hours. To address this condition, the FAA limits operations at the three airports during defined peak hours of operation. Both JFK Airport and LaGuardia Airport are designated as Level 3 airports under the International Air Transport Association (“IATA”) Worldwide Airport Slot Guidelines, where demand significantly exceeds capacity. At Level 3 slot-controlled airports, the FAA allocates runway slots – advanced authorizations to either take-off or land at an airport on a particular day during a specified time – to limit scheduled air traffic during slot-controlled hours. In October 2016, the FAA designated Newark Airport as a Level 2 schedule facilitated airport. Level 2 airports may have some periods when demand approaches one or more capacity limits. Level 2 airports do not have formal slot controls but remain subject to an advanced schedule review process managed by the FAA for operations during specific hours with voluntary compliance by air carriers

The approach and departure of flights are handled by air traffic controllers from a Terminal Radar Approach Control (“TRACON”) facility. TRACON understaffing became a persistent issue in the Port region beginning in 2023-2024, as the Port Authority’s airports returned to record volume. For the Level 3 airports (JFK Airport and LaGuardia Airport) the FAA responded by waiving the requirement that air carriers use their designated slots at least 80 percent of the time or have the slots reassigned. The “slot waiver,” has now been extended to October 2026 and has the effect of reducing the number of flights air carriers fly into JFK Airport and LaGuardia Airport. Air carriers used larger aircraft for some of the remaining flights, maintaining the number of passengers overall and limiting the financial impact on the Port Authority, while in some cases reducing choice of origin or destination for passengers. At Newark Airport, the FAA reduced the overall number of flights it would schedule, through October 2026, limited

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to 72 hourly operations. In the case of all three airports, the FAA limitations have the effect of limiting runway use to less than an optimal number of flights. Although supportive of the FAA in its efforts to ensure a safe NAS with predictable schedules, the Port Authority is aware that slot waivers can result in cancellation of less profitable routes, often to less popular domestic destinations.

In addition, in 2024, the FAA determined to divide responsibility for the region's airspace, between the TRACON in Long Island, New York ("N90") for JFK Airport and LaGuardia Airport and the TRACON in Philadelphia for Newark Airport ("TRACON Bifurcation"). On July 28, 2025, the FAA Inspector General announced an audit of the planning and risk assessment process for the TRACON Bifurcation and the operational impact of the TRACON Bifurcation on flight delays, cancellations, and safety incidents. The audit findings have not yet been released.

The Port Authority currently anticipates that there will be limited adverse impact from the FAA's actions on its operations or finances.

Certain Information with Respect to the Leases Relating to the Port Authority Airports and Other Related Matters

The Port Authority operates JFK Airport and LaGuardia Airport under a lease agreement with the City of New York and Newark Airport under a lease agreement with the City of Newark (which also covers Port Newark) and arrangements with the City of Elizabeth, each entered into in 1947 and amended and supplemented from time to time thereafter.

The City of New York and the Port Authority amended and restated the lease agreement in 2004 and, in 2021, the parties further negotiated an amendment providing for the extension of the term of such lease agreement for ten years, through December 31, 2060 ("Extension"). Under the lease agreement, annual rentals, which are payable in equal monthly installments, shall be equal to the greater of the minimum annual rental as described below or 8% of the Port Authority's gross revenues from JFK Airport and LaGuardia Airport for such year. Gross revenues include substantially all revenues arising out of JFK Airport and LaGuardia Airport, but exclude federal grants or monies received as a result of any federal statute, regulation or policy, such as PFCs and amounts used for airport security. Beginning in 2007, and every five years thereafter, the minimum annual rental is reset to equal 10% of average gross revenues at JFK Airport and LaGuardia Airport over the prior five year period, so long as such adjustment does not result in a lower minimum annual rental than was payable for the prior five year period. In addition to the foregoing payments, the Port Authority agreed to pay the City of New York in consideration for the Extension, additional supplemental rent payments of \$5 million per year continuing through 2050 as well as a one-time additional payment of \$5 million in 2021, upon signing the Extension.

The Port Authority and the City of Newark entered into agreements dated as of January 1, 2002, pertaining to Newark Airport and Port Newark, providing for the Port Authority to pay a combined base rental equal to 10% of the average annual gross revenue for the preceding five-year period, but for any given year, no less than the greater of 8% of the annual gross revenue for such year or the combined base rental for the previous five-year period. Additionally, the agreements provide for an annual supplemental rental of \$3 million to be paid by the Port Authority to the City of Newark. The agreements also provide for a marine terminal additional rental to be paid by the Port Authority to the City of Newark in the amount of \$12.5 million for the first 35 years of the term of the leases, or, alternatively, the lump sum of \$165 million. On June 2, 2004, the City of Newark elected, pursuant to the agreements, to receive such marine terminal additional rental as annual payments over the period 2002 to 2036, and designated the Housing Authority of the City of Newark as the entity to receive such payments. On October 22, 2019, the Port Authority and the City of Newark entered into a supplement to the agreements which provides for a

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lease term extension through December 31, 2075, in return for an up-front payment of \$5 million, and an additional supplemental rental of \$5 million per year through 2049.

The Port Authority and the City of Elizabeth have also entered into service/operating agreements directly relating to the portion of the airport located in the City of Elizabeth. On May 30, 2001, the Port Authority entered into an agreement amending such service/operating agreements to provide for annual payments to the City of Elizabeth to be increased from \$1 million to \$3 million beginning January 1, 2001 and continuing through 2031. Additionally, on May 23, 2001, the Port Authority entered into a lease and easement agreement with the City of Elizabeth with respect to certain additional property required for airport operations, for a term expiring on May 1, 2051, subject to a renewal option for an additional 50 years, providing for the City of Elizabeth to receive an initial payment in 2001 of \$3,410,000, annual rentals of approximately \$480,000, and, for the first 10 years of the lease, at least \$800,000 annually in parking tax revenues.

LaGuardia Airport

The Facility

LaGuardia Airport is located on approximately 680 acres adjacent to Flushing Bay in the Borough of Queens, New York, on the north shore of Long Island. Opened under New York City operation in December 1939, it has been leased since June 1, 1947, together with JFK Airport, to the Port Authority by the City of New York. LaGuardia Airport has two 7,000-foot runways, and currently three terminals in operation: Terminal A, Terminal B and Terminal C. The redevelopment of Terminal B was substantially completed in July 2022, and Terminal C was substantially completed in December 2024, as described below.

On March 24, 2016, the Board of Commissioners authorized a program for the redevelopment of certain components of LaGuardia Airport (the “LGA Redevelopment Program”), consisting of (i) the design, finance, construction, operation and maintenance of a new Terminal B (“New Terminal B”) and related facilities at LaGuardia Airport by LaGuardia Gateway Partners LLC (“LGP”), a private consortium contributing \$1.8 billion to New Terminal B and (ii) construction of airport infrastructure both to enable use of New Terminal B and to benefit LaGuardia Airport more broadly. The Board of Commissioners authorized Port Authority expenditures of approximately \$3.5 billion for supporting LaGuardia Airport infrastructure. (Additional LaGuardia Airport capital investment for a new Terminal C was provided by Delta Air Lines, as described below.)

On June 1, 2016, the Port Authority and LGP executed a lease for the operation and maintenance of the then-existing Terminal B, and for the design, construction, finance, operation and maintenance of the New Terminal B facilities, for a term commencing on June 1, 2016 through December 30, 2050 (the “LGP Lease”). Substantial completion of the New Terminal B occurred on July 8, 2022 to widespread praise for its aesthetics, incorporation of public art, advanced technology and improved customer experience. In May 2023, SkyTrax, a leading international air transport rating organization, awarded New Terminal B its highest global 5-Star Airport Terminal Rating and Terminal B was named the World’s Best New Airport Terminal in the SkyTrax 2023 World Airport Awards, in each case reflecting what SkyTrax described as New Terminal B’s world-class customer experience. LaGuardia Airport is one of three North American airports whose facilities have received 5-Star SkyTrax ratings, and two of the three are Port Authority airports. In March 2025, for the second consecutive year, LaGuardia Airport was named by Airports Council International (“ACI”), an organization representing collective interests of airports around the world, North America’s best airport in its class for 2024. The ranking is based on an annual survey of passenger satisfaction conducted by ACI. Most recently, Forbes Magazine named Terminal B “Best U.S.

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Airport” for the second consecutive year citing its spacious gate areas, state-of-the-art architecture and food from New York culinary institutions.

Under the LGP Lease, LGP designed and constructed certain of the supporting infrastructure described above for the benefit and at the cost of the Port Authority, including the West Garage (which opened for public use in 2018) and improved roadways. Final acceptance of the terminal and associated infrastructure was achieved on October 20, 2023.

The LGP Lease also required LGP to arrange for and supervise construction of a new central hall, now named “The Atrium Business and Conference Center” (“LGA Atrium”), located adjacent to Terminal B at the cost and expense of the Port Authority. The LGA Atrium includes various amenities for passengers and other airport users, including a conference center and business meeting facilities. The LGA Atrium opened to the public on October 19, 2023. LGP entered into an Operations and Management Agreement with MCR LGA Property Management LLC (“MCR”) for the LGA Atrium for management of the amenities. The Port Authority will receive any revenues from operation of the LGA Atrium and has agreed that it will make payments to both LGP and MCR for their costs and expenses incurred in the operation of the LGA Atrium, which costs and expenses will likely exceed revenues (without resulting in a material adverse change in the Port Authority’s financial position or condition).

On January 5, 2017, the Board of Commissioners approved a lease agreement (“Delta Lease”) with Delta Air Lines, Inc. (“Delta”) pursuant to which Delta would design and construct a new 37-gate Terminal C, replacing the former LaGuardia Airport Terminals C and D (the “New Terminal C”) at a projected aggregate cost of approximately \$4 billion. The Board also authorized Port Authority expenditures not to exceed \$600 million for airport infrastructure both to enable use of the New Terminal C and to otherwise benefit LaGuardia Airport (and not duplicative of the work performed by LGP). Pursuant to the Delta Lease, Delta is required to construct certain elements of this infrastructure for the Port Authority. The term of the Delta Lease extends to December 30, 2050. Construction of the New Terminal C began in September 2017 and is being completed in stages. The first concourse of the New Terminal C was opened for public use in November 2019, and the new arrivals and departure hall and second concourse were opened for public use on June 1, 2022. The final passenger gates of the New Terminal C were opened in December 2024.

In 2017, the Board of Commissioners authorized initial planning work for an airtrain system serving LaGuardia Airport. After issuance of a Final Environmental Impact Statement and Record of Decision by the FAA in 2021 which approved the Port Authority’s proposed airtrain route as its preferred alternative for the project, New York Governor Hochul requested that the Port Authority consider project alternatives. Following a review performed by a panel of independent transportation experts in consultation with the MTA, it was recommended that, in lieu of the airtrain system, the Port Authority could achieve substantial improvements to airport access by improving the existing MTA Q70 LaGuardia Link bus service and creating new non-stop bus service with a connection from all three LaGuardia Airport terminals to the N/W subway line at Astoria-Ditmars Blvd Station.

Following the recommendations of the independent transportation expert panel, in March 2023, the Board of Commissioners terminated the AirTrain LaGuardia project and in June 2023 authorized \$30 million for planning and preliminary work for the LaGuardia Airport Ground Transportation Program Improvements which would effectuate the panel’s recommendations to provide enhanced mass transit access to LaGuardia Airport by, among other things: (i) initiating improvements, in cooperation with the MTA, of the existing MTA Q70 LaGuardia Link “fast, free and frequent” bus service, including dedication of the shoulder of the northbound Brooklyn-Queens Expressway between Northern Boulevard and Astoria Boulevard for exclusive bus use, the addition of transit signal priority for buses; and the improvement of

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wayfinding and signage for the Woodside and Jackson Heights stations (the “Q70 Route Improvements”); and (ii) creating a new, specially-designated bus pick-up and drop-off area near LGA Terminal C, to avoid congestion on the airport frontages (the “Terminal C Loop”). At its meeting on March 27, 2025, the Board approved \$160 million (inclusive of \$19 million in previously authorized planning funds) for the Q70 Route Improvements and the Terminal C Loop project. The other recommendations remain under consideration.

The 2026-2035 Capital Plan provides for redevelopment of a new passenger Terminal A at an estimated cost of \$750 million (inclusive of roadway and utilities), while fully preserving the historically landmarked Marine Air Terminal building at LaGuardia Airport, including its 1940s rotunda and observation decks, while replacing only the small 1980s pre-fabricated concourse that is not part of the original Art Deco terminal.

John F. Kennedy International Airport

The Facility

Opened on July 1, 1948, JFK Airport is located in the southeastern section of Queens, New York, on Jamaica Bay. JFK Airport consists of approximately 4,956 acres, including 880 acres in the Central Terminal Area, and is currently the largest airport in the New York metropolitan region, by passenger volume and cargo volume. The Central Terminal Area contains five individual airline passenger terminals. The terminals are independently operated (some directly by airlines and some by private terminal operators) under leases from the Port Authority. The terminals include federal inspection services facilities for processing arriving international passengers. Cargo buildings, four runways ranging in length from approximately 8,400 feet to 14,600 feet, a cogeneration facility integrating an installation for the generation of electrical energy with the airport’s central heating, refrigeration plant and thermal distribution system are also located on the airport. An automated light rail system (“AirTrain JFK”) linking the terminals in the Central Terminal Area with each other and with existing transit lines in Jamaica, Queens and Howard Beach, Queens, respectively, provides exclusive airport access for passengers and others using the airport. On April 23, 2025, the Board of Commissioners approved preliminary planning, design, and early-action work in an estimated total amount of \$60 million to refurbish and expand the capacity of the AirTrain JFK system, which project is included in the 2026-2035 Capital Plan. A full-service hotel containing approximately 500 guest rooms is located at the site of the TWA Flight Center at JFK Airport.

Redevelopment

Beginning in 2017, the Port Authority began planning for the comprehensive improvement of JFK Airport, particularly in the central passenger terminal area, where existing passenger terminals were reaching the end of their useful lives. The JFK Airport-wide master plan provides for new state-of-the-art passenger facilities with a focus on customer-oriented, sustainable, and technologically advanced operations. As part of this effort, in October 2018 the Board of Commissioners approved exclusive negotiations with two different sponsor groups proposing privately-funded development of new passenger terminals (New Terminal 6, on the north side of JFK Airport, and New Terminal One, on the south side of JFK Airport, each as further described below) to replace outdated facilities, with the Port Authority investing in the necessary supporting infrastructure.

Building the proposed new terminals required: (i) demolition of Terminal 2 (occupied through December 31, 2022 by Delta); (ii) termination of aircraft parking at the adjacent site where Terminal 3 once stood (previously used primarily by Delta and other Terminal 4 airlines); (iii) eventual demolition of Terminal 1 (managed by a consortium of international airlines known as Terminal One Group Association (“TOGA”) and relocation of the air carriers currently using Terminal 1 to the new terminal on the south or

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other terminal facilities at JFK Airport; and (iv) demolition of Terminal 7 operated by British Airways and relocation of British Airways to Terminal 8 and other Terminal 7 users to other premises at JFK Airport. The Port Authority advanced these activities through the onset of the COVID-19 pandemic in 2020 and successfully amended its terminal lease with American Airlines, Inc. (“American”) effective as of June 1, 2020, to provide for an upgrade and expansion of Terminal 8 which enabled British Airways to move its operations from Terminal 7 to Terminal 8 on December 1, 2022.

The Port Authority has taken the following actions to date with its terminal operators to further effectuate redevelopment at JFK Airport:

- The Port Authority entered into a supplement to the lease for Terminal 4 with JFK International Air Terminal LLC (“IAT”) and consented to a related supplement to the sublease between IAT and its current anchor tenant, Delta, each in April 2022, to permit the redevelopment and expansion of Terminal 4 to allow Delta to consolidate its operations at JFK Airport in Terminal 4.

The initial construction phase included conversion and renovation of three widebody gates to narrowbody plane equivalents, conversion of existing Terminal 4 regional jet gates for use as seven full-size aircraft gates and construction of a new regional jet site and upgrade the Terminal 4 headhouse and common areas to accommodate its expanded operations. This phase was completed in a timely fashion and permitted Delta to vacate Terminal 2 as contemplated. This initial construction phase has a cost of \$1.5 billion, which includes Delta’s portion of the work described above and \$150 million for upgrades for the remainder of Terminal 4 to be performed by IAT through December 2024. Bond funding was obtained in April 2022 for the Phase 1 work which has now been substantially completed.

The Terminal 4 lease supplement also provided for a Delta option to undertake a second phase expansion for a total of 12 narrowbody aircraft gates, an expanded headhouse and an upgraded terminal frontage (“Second Phase Option”). Delta has not exercised the Second Phase Option and has therefore incurred certain contingent obligations to otherwise provide for upgrade to the Terminal 4 frontage. IAT retains the ability, with the Port Authority’s concurrence, to perform certain work at Terminal 4 in lieu of Delta. It is anticipated that all subsequent work would be financed by the issuance of additional bonds by IAT, backed by Terminal 4 revenues.

- On December 16, 2021, the Board of Commissioners approved a lease for New Terminal One with JFK NTO LLC (“NTO”), a development consortium comprised of The Carlyle Group (“Carlyle”), JLC Infrastructure, and The Union Labor Life Insurance Company. In February 2022, Ferrovial, S.A., a Spanish public company (“Ferrovial”), announced that it was in negotiations to purchase Carlyle’s interest in the consortium, subject to the Port Authority’s consent, among other things. On June 3, 2022, the Board of Commissioners, after diligently considering Ferrovial’s financial condition and management capability, approved the acquisition by an affiliate of Ferrovial, of 96% of Carlyle’s interest, giving Ferrovial a controlling position over most New Terminal One management decisions. On June 10, 2022, the Port Authority entered into a lease with NTO for the design and construction of New Terminal One on the terms previously approved by the Board of Commissioners.

Under the lease, the new southern terminal (referred to as “New Terminal One”) is being constructed by NTO in three phases, subject to achievement of certain passenger activity triggers. The first phase of construction (Phase A) includes building the new arrivals and departures hall and 14 wide-body gates on a single concourse with a planned opening of June

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2026. The lease also contemplates two additional phases of construction to add a total of nine additional gates on a second concourse. Final New Terminal One capacity would be 23 gates. NTO is required to build the phased gates so long as international passenger enplanements at the airport or terminal have reached certain threshold levels (which condition for the second phase has been satisfied) within agreed time periods. When fully built out, New Terminal One will comprise 2.4 million square feet at a total cost of approximately \$9.5 billion (financed by NTO through loans and equity investments). Notice to proceed with construction was issued on June 10, 2022. Shortly thereafter, NTO announced that Unibail-Rodamco-Westfield Airports would oversee commercial development and management of New Terminal One.

In December 2025, NTO informed the Port Authority that the planned opening will be delayed to October 2026.

- Simultaneously with its approval of the New Terminal One transaction, the Board of Commissioners also approved an amendment to the existing Terminal 1 lease with TOGA, permitting continued use of the existing terminal through December 2025, which term automatically extends on a month-to-month basis through May 28, 2028, unless earlier terminated by either party on 60 days' notice. The Port Authority anticipates that the Terminal One lease with TOGA will likely be terminated on the date on which NTO requires the site for development of the latter two phases of the New Terminal One as described above.
- On November 17, 2022, the Port Authority entered into a lease for a new passenger terminal on the north side of the airport on a site comprised of the existing Terminal 7 and an adjacent vacant site previously occupied by Terminal 6, as contemplated under, the Board of Commissioners' authorization in August 2021. The lessee is JFK Millennium Partners ("JMP"), a private consortium comprised of Vantage Airport Group, American Triple I Partners, RXR Realty and JetBlue Airways Corporation ("JetBlue"). The New Terminal 6 will be interconnected with JetBlue's Terminal 5. Construction of the approximately 1.2 million square foot passenger terminal project, referred to as "New Terminal 6," commenced in February 2023 and has an estimated total cost of \$4.2 billion (privately financed by JMP through loans and equity investments). Construction will be completed in two continuous phases. In the first phase, expected to be completed in 2026, the New Terminal 6 headhouse, departure and arrivals area, including five new gates will be built on the vacant site previously occupied by Terminal 6. In the second phase of construction, expected to be completed in 2028, JMP will demolish Terminal 7 and construct an additional five gates and associated terminal space. At the end of the second phase, there will be a total of 10 gates in the New Terminal 6 (nine wide-body gates and one narrow-body gate). JMP is entitled to operate and maintain New Terminal 6 through December 2060.
- In July 2023, a subsidiary of Unibail-Rodamco-Westfield (URW) Airports entered into agreements with the Port Authority and American providing for a \$125 million commercial redevelopment program at Terminal 8, which will feature new shopping and restaurant offerings. URW Airports (which is also the commercial developer and manager for New Terminal One) was acquired by an affiliate of Grupo Aeroportuario del Sureste, S.A.B. de C.V. (doing business as ASUR) in December 2025. ASUR also manages numerous airport assets in Mexico and Colombia. The acquired company has been renamed ASUR Airports, LLC.

In December 2021, the Board of Commissioners authorized the Port Authority to undertake its planned infrastructure project (including airfield improvements, JFK Airport roadways, a new ground transportation center and utility upgrades) at a cost of \$2.9 billion, to enable the terminal developments to be incorporated

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into the JFK Airport Central Terminal Area. In March 2023 the Board approved a cost increase to \$3.9 billion, due to upward pressures on project costs, economy-wide increase in inflation, extraordinary increases in the cost of certain construction materials and fixed price hikes to address higher risk profiles of very large projects and awarded a \$1.24 billion contract for the JFK Airport roadway, utility and ground transportation redevelopment improvements to a joint venture composed of Skanska USA Civil Northeast Inc. and Halmar International, LLC. The Port Authority has offset these increased costs by deferring or reducing spending on other capital projects.

In May 2023, the Port Authority also entered into a construction support services agreement (the “CSS Agreement”) with Modern Efficient Transport and Supply LLC (“Modern”, an affiliate of Grace Industries LLC) to construct and operate a concrete batch plant at JFK Airport, a concrete crushing facility to recycle construction debris for redevelopment uses and a marine transport facility for the movement of construction material by barge. The services will be provided at stated rates approximating market charges to be paid by the developers and contractors conducting major construction at JFK Airport (each of which is obligated to use such services, subject to certain exceptions) and will significantly reduce the impact of airport construction on neighboring communities by eliminating the need for thousands of truck trips through local streets. The Port Authority has guaranteed Modern sales of a minimum of 720,000 cubic yards of concrete through the five-year term of the CSS Agreement and the Port Authority has agreed to reimburse Modern for up to \$5 million for its capital costs to construct the facilities.

Also, in connection with the JFK Redevelopment Program is the development by a subsidiary of TotalEnergies S.E. of a 12 MW carport canopy solar energy system incorporating battery storage. The project will interconnect with the Consolidated Edison distribution system and serve the power needs of AirTrain JFK operations while allowing homes in the surrounding community to receive bill credits under the New York State Community Distributed Generation program (as well as generating bill credits for the Port Authority). The Port Authority has a contingent obligation to pay up to \$12 million in project costs to the developer in connection with the project, if federal tax incentives are not available to cover such costs.

The Port Authority has obtained all required approvals under the National Environmental Policy Act to proceed with the JFK Redevelopment as described above.

Notices of FAA Investigation

The Port Authority received notices of investigation from the FAA dated May 1, 2023, regarding (i) the sufficiency of the Port Authority’s mutual aid agreement (“MAA”) with the Fire Department of the City of New York (“FDNY”) in the event of a fire at JFK Airport and (ii) the Port Authority’s compliance with FAA regulations for training its Aircraft Rescue and Fire Fighting cadre (“ARFF”). Additional requests for documentation of emergency mutual aid were subsequently received. Following its own investigation (undertaken with assistance of outside counsel), the Port Authority proposed a corrective action plan (“CAP”) to the FAA to clarify the command structure upon a fire emergency, to provide for amendment of the current MAA with FDNY and to provide for additional specialized ARFF training. The Port Authority entered into a new MAA with FDNY in February 2025 which clarifies the parties’ respective functions in emergency events. The CAP Proposal and the new MAA are under FAA review. The FAA has discretion to pursue civil penalties if it determines the Port Authority violated federal regulations, though none have been imposed to date and such penalties are not susceptible of estimation at this time.

The Port Authority has received a Notice of Potential Noncompliance and Request for Corrective Action/Compliance Dismissal Letter dated October 7, 2025 (“Notice”), from the FAA regarding its investigation of allegations raised by MSN Air Service, Inc. (“MSN”), a firm which performs cargo handling services at JFK Airport and seeks to provide ground handling services at JFK passenger terminals.

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MSN had alleged that the Port Authority, as airport sponsor, operates JFK Airport in a manner inconsistent with FAA Grant Assurance 22 (*Economic Nondiscrimination*) and Grant Assurance 23 (*Exclusive Rights*) by allowing its passenger terminal operators to unreasonably restrict the number of ground handlers servicing the passenger terminals and foreclosing MSN from providing those services. A second firm, doing business as dnata USA (a division of Dubai National Air Travel Agency) seeking to provide ground handling services at a passenger terminal at JFK Airport, has filed a similar complaint with the FAA. Although MSN has a permit from the Port Authority to provide ground handling services generally at JFK Airport, it does not have a permit from any terminal operator to provide ground handling services for passenger aircraft on the terminal ramps. The Notice requires that the Port Authority prepare a Corrective Action Plan (“CAP”) adequately supporting and justifying (to the satisfaction of the FAA) the need for a cap on the number of ground handlers at each passenger terminal and to explain how that cap would be raised at certain of the passenger terminals. The CAP is also required to propose a procedure for the Port Authority to determine whether rental rates charged to ground handlers at the passenger terminals are reasonable and a process to ensure that excess ground servicing equipment is not parked in the ramp areas. The Port Authority is working with its terminal operators to prepare an acceptable CAP for filing. MSN had also raised certain civil rights claims against the Port Authority which are separately being investigated by the FAA’s Office of Civil Rights.

Newark Liberty International Airport

The Facility

Newark Airport consists of approximately 2,100 acres located in the Cities of Newark and Elizabeth, N.J., was opened under City of Newark operation in October 1928, and has been leased to the Port Authority by the City of Newark since October 22, 1947, together with the Port Newark Marine Terminal. Newark Airport consists of three passenger terminals and three runways, ranging in length from approximately 6,800 feet to 11,000 feet. Additionally, the following are located at the airport: cargo buildings (including an express package handling and sorting facility), a 590-room hotel and a fully automated monorail (“AirTrain Newark”) (which began service on May 31, 1996) linking the airport terminals, parking lots and rental car areas with each other and, through an extension (which became operational on October 21, 2001), with the northeast corridor rail line used by NJ Transit and National Passenger Rail Corporation (“Amtrak”).

Redevelopment

On February 15, 2018, the Board of Commissioners reauthorized a program for the redevelopment of Newark Airport’s Terminal A (“New Terminal A”) at an estimated total program cost of \$2.72 billion. The New Terminal A includes a new 1 million square-foot modern, state-of-the-art terminal building with 33 aircraft gates to replace the current Terminal A and certain other airside and landside improvements. On May 24, 2019, the Port Authority entered into an agreement with EWR Terminal One LLC, an affiliate of Munich Airport International GmbH to operate, maintain and manage concessions at both the current Terminal A, and the New Terminal A for a term of 15 years after its full opening. Following completion of construction beginning in April 2018 (and proceeding despite the COVID-19 pandemic), opening of the first 21 of 33 new gates occurred in January 2023, with the remaining gates opening in phases. The New Terminal A fully opened on August 23, 2023. In March 2023, incremental costs of the New Terminal A Program were authorized by the Board reflecting certain scope changes. In November 2024, the Port Authority closed out the construction contract with Tutor Perini and the parties exchanged mutual releases of any remaining claims.

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In March 2024, SkyTrax awarded New Terminal A its highest global 5-star rating citing the quality of facilities, terminal comfort and cleanliness, shopping, food & beverages, staff service, and security processing. Newark Airport is one of three North American airports whose facilities have received 5-Star SkyTrax ratings, and two of the three are Port Authority airports. In April 2024, SkyTrax named Terminal A the World's Best New Airport Terminal for 2024, becoming the second Port Authority terminal to receive this distinction.

In connection with the New Terminal A, on May 8, 2019, the Port Authority entered into a lease with EWR Conrac, LLC ("Conrac") for the design, construction, financing, operation and maintenance of a three-story integrated consolidated car rental facility including customer intake, automobile parking, washing and fueling facilities for all rental car companies ("RACs") operating at Newark Airport ("Conrac Facility"). The Port Authority has mandated that a customer facility charge be collected by each RAC which is required to be remitted to Conrac to partially defray the design and construction costs for the Conrac Facility. Conrac has entered into subleases with the each of the RACs. Co-located on, and directly above, the site of the Conrac Facility is a three-story, 2,700-space public parking garage for New Terminal A, constructed by Conrac on behalf of the Port Authority at a cost of \$110 million. The project broke ground in September 2019 and opened in 2023. The term of the lease with Conrac was initially set at 35 years from the date of Conrac Facility completion and was extended for an additional 5-year term in August 2022 (with the extension, the term will now expire in 2063).

A canopy over the top floor of the parking facility at the Conrac site has been constructed to support a 5 MW solar photovoltaic installation to supply most of the electricity needs of the Conrac Facility, which began commercial operation in January 2023.

On October 24, 2019, the Board of Commissioners authorized \$35 million for vision planning to advance the additional master planning efforts for the redevelopment of Newark Airport ("EWR Vision Plan"), including the options for the development of a new terminal to replace the existing Terminal B. On October 24, 2022, the Port Authority announced the selection of Arup, an aviation planning and design firm, to oversee the EWR Vision Plan in partnership with architecture firm Skidmore, Owings & Merrill. The master planner was tasked with developing a comprehensive development strategy and to accommodate future growth and demand, improve the travel experience and identify opportunities for enhancing the sustainability and resiliency of the facility. On October 17, 2024, the plan was publicly released, providing for a new terminal to replace the existing Terminal B, a more intuitive roadway network, and a redesigned taxiway network to accommodate more aircraft and reduce delays. The plan was designed to enable Newark Airport to handle future growth, while serving the evolving needs of passengers, airlines, and the surrounding community. At its October 2024 meeting, the Board approved an additional \$35 million additional planning work for the development of a new Terminal B, including related airside, landside, and utility projects.

On October 24, 2019, the Board of Commissioners authorized a program for the construction of a new AirTrain system at Newark Airport (replacing the existing system) at a total estimated cost of \$2.05 billion ("EWR AirTrain Replacement Program"). The FAA issued environmental approvals for the AirTrain Newark project on August 13, 2021. A request for proposals to design, construct, operate and maintain the new AirTrain replacement project was issued in May 2022 requesting a single proposer for the system technology design and maintenance and the engineering of the guideway and stations, but the Port Authority determined not to accept any of the proposals it received and cancelled the procurement as issued in August 2022.

The Port Authority instead proceeded with a multi-phase procurement process for the overall project disaggregating the technology award from the civil construction and, in December 2023, awarded a contract

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for the project’s system technology design construction and maintenance to DCCCA1, Inc. (“Doppelmayr”) at an estimated price of \$570 million for design and construction, and at an estimated price of \$385 million on a net present value basis over a 20-year term (an initial 10-year term and two, five-year extension options) for maintenance. The award to Doppelmayr was challenged as arbitrary and capricious by another proposer proposing use of a different technology, which claim was fully and finally dismissed in October 2025.

In June 2024, Stantec Consulting Services Inc. (“Stantec”) was selected by the Port Authority to design a portion of the civil works for the project at an estimated cost of \$34 million.

On November 14, 2024, the Board of Commissioners reauthorized the EWR AirTrain Replacement Program at a total project cost of \$3.5 billion, an increase of approximately \$1.45 billion from the previously authorized amount and awarded a design/build contract to Tutor Perini/O&G, a joint venture between Tutor Perini Corporation and O&G Industries, Inc., for the design and construction of the guideway and stations portion of the project at a cost of approximately \$1.184 billion. Causes of the increase in cost include: (i) extensive delays caused by the COVID-19 pandemic and implementing the re-procurement for the EWR AirTrain Replacement Program; (ii) COVID-19 caused dislocations in the construction marketplace, which led to spikes in material costs; and (iii) high premiums from proposers related to uncertainties surrounding mega-projects. Additionally, the increase in total project cost reflects the progressive change since 2020 in the economic environment and in the construction marketplace prevailing for large public infrastructure projects, with upward pressures on project costs, an economy-wide increase in inflation to very high levels, extraordinary increases in the cost of certain construction materials and fragility of the supply chain for delivery of those materials, together with a growing concern by proposers about over-exposure to single, large projects. Economy-wide market factors were exacerbated by discovery of unanticipated site conditions and utility relocations, design modifications to address technology interfaces, higher than estimated design costs included in the submitted price proposals and increased Port Authority soft costs reflecting the foregoing increases. Funding for the increased total project costs is included in the 2026-2035 Capital Plan.

In March 2024, the Board of Commissioners approved \$160 million (inclusive of \$12 million previously approved for planning and early works) for a project associated with the AirTrain Newark Redevelopment, to develop direct, street level and elevated access to Newark Airport via the AirTrain Newark (“EWR Station Access Project”) for neighboring communities and off-Airport businesses in Newark, New Jersey. The project will also provide access to the rail services available at the co-located Northeast Corridor Station provided by Amtrak and NJ Transit, including access to PATH transit service via both Newark Pennsylvania Station and New York Pennsylvania Station.

The 2026-2035 Capital Plan contemplates additional capital improvements at Newark Airport as contemplated in the EWR Vision Plan including a new taxiway, additional aircraft parking and ground transportation improvements to reduce delays and increase operational efficiency, as well as funding necessary to identify a third-party private developer to replace the existing Terminal B.

Teterboro Airport

Teterboro Airport was acquired by the Port Authority in April 1949 and is part of the Port Authority’s regional system of air terminals. It occupies approximately 827 acres in Bergen County, N.J. A private airport operator is responsible for the day-to-day operation of the airport, subject to direct Port Authority oversight and control, under a management/services (“O&M”) contract with the Port Authority with a term that expired on August 31, 2024. In September 2024, the Port Authority entered into a replacement O&M contract at Teterboro Airport with Avports LLC, the incumbent private airport operator selected through a

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publicly advertised request for proposals for an initial term of ten years, with the Port Authority having the option to extend for an additional approximately five-year period. The total estimated cost during the initial term is approximately \$121 million.

The airport is devoted primarily to business and private aircraft operations, and has one 6,000 foot runway, one 7,000 foot runway, an administration building and twenty-three hangars.

By letter dated March 9, 2006, the United States Environmental Protection Agency (“EPA”) advised the Port Authority that the EPA deems the Port Authority to be a “Potentially Responsible Party” (“PRP”) (under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (“CERCLA”)) that may be jointly and severally liable for the EPA’s cleanup costs at the Berry’s Creek Study Area, Bergen County, N.J., spanning from its headwaters to the Hackensack River, including upland properties in the Berry’s Creek Watershed. On October 10, 2007, the Port Authority joined the Berry’s Creek Study Area Cooperating PRP Group Organization and Joint Defense Agreement. As a member of this group, and pursuant to a voluntary settlement agreement and order on consent with EPA entered into on May 1, 2008, the Port Authority is participating in the performance of a Remedial Investigation/Feasibility Study.

New York Stewart International Airport

Stewart Airport, located in the Towns of Newburgh and New Windsor, New York, consists of approximately 2,466 acres of land with one 11,818 foot runway, one 6,000 foot runway, a terminal with 8 passenger gates, and a 192 acre industrial park located on the northwest side of the airport. Legislation passed by the State of New York in 1967 authorized the Port Authority to establish one additional air terminal in New York and one additional air terminal in New Jersey outside of the Port District, with the site of each such terminal to be approved by the governor of the state in which the air terminal is located. In May 2007, New Jersey enacted a statute identical in scope to the New York legislation (the New York and the New Jersey legislation, collectively, the “1967/2007 Airport Legislation”). On October 12, 2007, the Governor of the State of New York approved Stewart Airport as the additional air terminal in New York outside the Port District. On October 31, 2007, the Port Authority became the lessee of the airport under a lease with the State of New York, acting by and through the New York State Department of Transportation, for a term expiring on April 1, 2099. A private airport operator retained by the Port Authority is responsible for day-to-day airport operations and maintenance and concessions management, subject to direct Port Authority oversight and control.

A new federal inspection service facility that increased the capacity of United States Customs and Border Protection to process international passengers arriving at Stewart Airport was completed in November 2020, at a cost to the Port Authority of \$37 million.

On January 31, 2025, the Port Authority entered into a 35-year lease agreement with Signature Flight Support Corporation (“Signature”) for construction and operation of a fixed base operations terminal and hanger on a 125,000 square feet site at Stewart Airport, with construction commencing in Q3 2025. Signature will pay market-based ground rent for the site, with a sharing of certain gross receipts with the Port Authority.

Beginning in 2017, a series of putative class actions and other lawsuits were brought by the City of Newburgh and other interested parties, relating to the discharge into the area water supply of certain chemicals which were federally mandated for use in firefighting applications (referred to generally as PFAS materials). The suits name some or all of the following defendants: the Port Authority as lessee and operator of Stewart Airport; the manufacturers of the chemicals (including Tyco Fire Products L.P. and the

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3M Company); the New York State Department of Transportation, which owns the underlying property; and the Department of Defense and the New York State Air National Guard, which used the chemicals for testing and firefighting. On December 7, 2018, the cases were consolidated with the numerous cases across the country alleging damages from the use of the chemicals under multi-district litigation in the Federal District Court in South Carolina (“MDL Action”). On June 10, 2019, the City of Newburgh filed a third-party complaint against the Port Authority and other entities for defense and indemnification pertaining to an action brought against it by certain plaintiffs who are current and former residents of the City of Newburgh, arising out of the same circumstances addressed in the other actions; this matter has also been consolidated in the MDL Action. On May 4, 2021, the Town of New Windsor filed a complaint against the Port Authority and other entities for damages arising out of the same circumstances addressed in the other actions; this matter has also been consolidated in the MDL Action. The Port Authority disputes plaintiffs’ allegations in each of these matters and is vigorously defending the Port Authority’s interests, while continuing to assert its claims in the MDL Action.

World Trade and Economic Development

The World Trade Center

The World Trade Center was authorized in 1962 by the same bi-state legislation that authorized the Port Authority’s acquisition of the Hudson Tubes. In such legislation, the Port Authority was authorized to cooperate with other agencies of government in the rehabilitation and redevelopment of the Hudson Tubes World Trade Center areas, in part for the purpose of the renewal and improvement of such areas, as part of this port development project. The World Trade Center site, located on the lower west side of Manhattan, is comprised of approximately 16 acres, bounded generally by Church Street on the east, Liberty and Cedar Streets on the south, West Street on the west and Vesey and Barclay Streets on the north. The original World Trade Center, which consisted of five office towers, a United States Customs House building, a hotel, and a retail concourse and transportation hub below the Austin J. Tobin Plaza, was destroyed in two separate terrorist attacks on September 11, 2001.

The redevelopment of the World Trade Center site has proceeded pursuant to The World Trade Center Memorial and Cultural General Project Plan adopted in 2004 and amended in 2007 and 2022 (“GPP”) by Lower Manhattan Development Corporation (“LMDC”) which provides for approximately 10 million square feet of above grade office space with associated storage, mechanical, loading, below grade parking, and other non-office space, and was planned to consist of up to five office towers (one of which is now permitted to be a multi-use building, including residential space at a mix of market and affordable rents), space for retail businesses, the World Trade Center Transportation Hub, a memorial and interpretive museum, the St. Nicholas Greek Orthodox Church and National Shrine, the Perelman Performing Arts Center and certain related infrastructure. The Port Authority owns fee title to the World Trade Center site and net leases portions of the site to various stakeholders.

On June 13, 2011, the Port Authority and The Durst Organization (“Durst”) (through entities formed by such parties) entered into various agreements to create a joint venture relating to the construction, financing, leasing, management and operation of the One World Trade Center building through its current net lessee WTC Tower 1 LLC, a bankruptcy-remote, single purpose entity (“Joint Venture”). The other office net lessees (the “Silverstein net lessees”), indirectly owned by separate bankruptcy-remote single purpose entities formed by Silverstein Properties, Inc. (“Silverstein Properties”), were given the right to develop three office towers (Tower 2, Tower 3 and Tower 4) on the eastern portion of the World Trade Center site, comprising, in the aggregate, approximately 6.2 million square feet of office space.

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One World Trade Center

One World Trade Center contains approximately 3.0 million square feet of commercial office space and an indoor observation deck. As of December 31, 2025, (i) approximately 2.8 million square feet of office space are leased at One World Trade Center, representing approximately 94% of the leasable office space, (ii) certain portions of the One World Trade Center rooftop, together with ancillary space, for a broadcasting and communications facility, and (iii) the 100th through 102nd floors of One World Trade Center under a lease to Legends OWO, LLC (“Legends Lease”) for an observation deck. In 2011, New York Liberty Development Corporation (“NYLDC”) issued \$672,480,000 in Liberty Bonds (“2011 Liberty Bonds”), the proceeds of which NYLDC used to purchase Port Authority consolidated bonds in like amount via private placement (“2011 Consolidated Bonds”). The proceeds of the 2011 Consolidated Bonds were used by the Port Authority to fund a portion of the development and construction costs of One World Trade Center. In 2021, the 2011 Liberty Bonds were refinanced by NYLDC through a public issuance of \$638,805,000 of refunding bonds, the proceeds of which were used by NYLDC to privately purchase Port Authority consolidated bonds in like amount (“2021 Consolidated Bonds”). The Port Authority used the proceeds of the 2021 Consolidated Bonds, together with other available monies, to redeem its 2011 Consolidated Bonds, the proceeds of which were in turn used by NYLDC to currently refund, and effect the defeasance and redemption of, NYLDC’s outstanding 2011 Liberty Bonds.

Pursuant to the 2011 joint venture agreement between the Port Authority and Durst, the parties have calculated that Durst’s equity percentage interests in the joint venture, effective January 2025, is 15.07%. This calculation is based on Durst’s 2011 initial capital contribution of \$100 million, other non-cash contributions, and the 2020 stabilized net operating income of the building.

Silverstein Net Lessees

A December 2010 World Trade Center Amended and Restated Master Development Agreement (“MDA”), among the Port Authority, PATH, and the office and retail net lessees, sets forth the respective rights and obligations of the parties thereto with respect to construction at the World Trade Center site, including the allocation of construction responsibilities and costs among the parties to the MDA. Under the MDA, the Silverstein net lessees were required to construct Tower 4, the Tower 3 podium and certain subgrade and foundation work required for Tower 2 and were also required to contribute an aggregate of \$140 million toward certain common infrastructure costs. The MDA also provided for the implementation of a construction coordination and cooperation plan among the respective parties’ construction teams to achieve reasonable certainty of timely project completion.

Tower 4 Net Lease

In December 2010, the Port Authority, as tenant, entered into a lease with the Tower 4 Silverstein net lessee, as landlord, for approximately 600,000 square feet of office space for use as the Port Authority’s executive offices with an initial term of 30 years and four 5-year renewal options. In November 2014, such space lease was amended to provide for the surrender by the Port Authority of two floors to the Tower 4 Silverstein net lessee. Tower 4 was substantially completed in October 2013. As of December 31, 2025, approximately 93% of the leasable office space has been leased to tenants.

Also, in December 2010, the Port Authority entered into certain agreements with the Tower 4 Silverstein net lessee providing for the Port Authority’s support for construction of Tower 4 (the “Tower 4 Support Agreements”) by participating in the November 15, 2011 financing for Tower 4 (“Debt Service Obligations”) and providing additional rent deferrals and other concessions (“Tenant Support”). In particular, the Port Authority agreed to become a co-borrower/obligor for the Liberty Bonds issued by the

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NYLDC in the total aggregate principal amount of \$1,225,520,000, to finance construction and development of Tower 4. On September 14, 2021, NYLDC issued two series of refunding bonds, in the principal amount of \$1,225,520,000 as well as \$11,385,000 to cover issuance costs, to refinance the original Tower 4 Liberty Bonds to achieve interest rate savings, with material terms of the original November 2011 Tower 4 financing remaining unchanged, including the Port Authority remaining a co-borrower/obligor for the refunding bonds (the original November 2011 Tower 4 financing and the September 2021 refinancing are hereafter referred to herein, interchangeably, as the “Tower 4 Liberty Bonds”). The Port Authority is obligated to make certain debt service payments on the Tower 4 Liberty Bonds (net of fixed rent paid or payable under the City of New York’s Tower 4 space lease, which have been assigned by the Tower 4 Silverstein net lessee directly to the bond trustee for the payment of a portion of the debt service on the Tower 4 Liberty Bonds) as a special obligation of the Port Authority, payable from “net revenues” deposited to the Consolidated Bond Reserve Fund, and in the event such net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. For purposes of the Tower 4 Liberty Bonds, “net revenues” are defined as the revenues of the Port Authority pledged under the Consolidated Bond Resolution and remaining after (i) payment or provision for payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution. Payments of debt service on the Tower 4 Liberty Bonds by the Port Authority are subject in all respects to payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution and payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes. The Port Authority’s payment of debt service on the Tower 4 Liberty Bonds is not secured by or payable from the General Reserve Fund. Additionally, the Port Authority’s special obligation with respect to the payment of debt service on the Tower 4 Liberty Bonds does not create any lien on, pledge of or security interest in any revenues, reserve funds or other property of the Port Authority.

Originally, the Tower 4 Silverstein net lessee had the right to defer its payments of net lease rent payable under the Tower 4 net lease to provide cash flow to pay operating expense deficits, certain capital expenditures upon completion of Tower 4, and a limited amount of construction and leasing cost overruns. As explained further below, the Port Authority has ended its Tenant Support of Tower 4 (while retaining its Debt Service Obligations).

The Tower 4 Silverstein net lessee informed the Port Authority in 2022 that, in accordance with the Tower 4 Support Agreements, it had achieved the debt service coverage threshold which would allow it to terminate the Port Authority’s Tenant Support obligations in return for terminating the account control lockbox described above. The termination which has now been effectuated, resulted in the repayment of Tower 4 deferred rent plus accrued interest to the Port Authority. Surplus revenues held in a Tower 4 operating account for the benefit of the Port Authority have been transferred to a similar account for Tower 3 to cover deferred amounts due to the Port Authority on account of its support for Tower 3, described below. The termination of the Tenant Support obligations did not affect the Port Authority’s Debt Service Obligations or the pledge of rents and the leasehold mortgage which serve as security therefor.

Tower 3 Net Lease

Tower 3 was substantially completed in March 2018, and officially opened on June 11, 2018. As of December 31, 2025, approximately 89% of the leasable office space has been leased to tenants.

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To assist the Tower 3 Silverstein net lessee in the construction of Tower 3, the Port Authority entered into a Tower 3 Tenant Support Agreement in 2010 (as subsequently amended in 2014, the “Tower 3 Support Agreement”). Under the Tower 3 Support Agreement, the Port Authority, together with New York State and New York City, was required to provide up to \$600 million in overall support, comprised of: (i) \$210 million for the construction of Tower 3 (paid for as a landlord capital improvement) and (ii) \$390 million of backstop funding for construction overruns and certain leasing cost overruns, operating expense deficits and certain leasing cost overruns (provided as a rent deferral under the Tower 3 net lease), and senior debt service shortfalls (which would be paid by the Port Authority if necessary in the future, as limited co-obligor on the senior debt). The Port Authority is entitled to recover a portion of any support it pays from New York State and New York City, so that the total maximum backstop support provided by the Port Authority, after recovery, does not exceed \$200 million.

As a special limited co-obligor with respect to the senior debt issued for Tower 3, the Port Authority would, subject to the overall \$390 million backstop limit and only in the event that the Tower 3 Silverstein net lessee does not have sufficient funds, pay debt service on the senior debt issued for Tower 3 from “net revenues” deposited to the Consolidated Bond Reserve Fund, and in the event such net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. For purposes of the Tower 3 Support Agreement, “net revenues” are defined as the revenues of the Port Authority pledged under the Consolidated Bond Resolution and remaining after (i) payment or provision for payment of debt service on Consolidated Bonds, as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution. The Port Authority’s payments of debt service on the senior debt issued for Tower 3 would not be payable from the General Reserve Fund, and the payment thereof would be subject in all respects to payment of debt service on Consolidated Bonds, as required by the applicable provisions of the Consolidated Bond Resolution and payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes. The Port Authority’s obligation with respect to the payment of such debt service would not create any lien on, pledge of, or security interest in, any revenues, reserve funds or other property of the Port Authority.

Under the Tower 3 Support Agreement, the Tower 3 Silverstein net lessee is responsible for the repayment of any outstanding balance of the \$390 million backstop on a subordinated basis, without interest, from Tower 3 revenues, upon termination of the Tower 3 Support Agreement. All repayments of the Tower 3 backstop received by the Port Authority would be distributed among the Port Authority, the State of New York and the City of New York in accordance with their respective shares of the \$390 million backstop payments. As security for such repayment, the Tower 3 Silverstein net lessee, the Port Authority and a third party banking institution entered into an account control agreement directing revenues derived from the operation of Tower 3 to be deposited into a segregated lockbox account and administered and disbursed by the banking institution in accordance with the Tower 3 Support Agreement (with the outstanding amounts from the Tower 4 lockbox discussed above transferred to this Tower 3 lockbox in April 2023 as additional credit support for the Tower 3 Support backstop). To provide additional security to the Port Authority, the Tower 3 Silverstein net lessee assigned to the Port Authority various contracts in connection with the development and construction of Tower 3, together with all licenses, permits, approvals, easements and other rights of the Tower 3 Silverstein net lessee, granted a first priority pledge of all of the ownership interests in the Tower 3 Silverstein net lessee to the Port Authority and granted a subordinated mortgage on the leasehold interest created under the Tower 3 net lease. The Tower 3 Silverstein net lessee exercised its right to defer certain Tower 3 net lease rent payments to the Port Authority effective November 2017. As of December 31, 2025, no Tower 3 Liberty Bond debt service

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repayments from the Tower 4 Silverstein net lessee to the Port Authority were outstanding and the aggregate deferred rent due from the Tower 3 Silverstein net lessee totaled approximately \$49.9 million.

Tower 2 Net Lease

The MDA requires the Tower 2 Silverstein net lessee to complete subgrade and foundation work for Tower 2, which has been substantially completed by the Port Authority as part of the overall site improvements shared by all of the World Trade Center tenants. Upon closing of any future construction financing and commencement of above-grade construction of Tower 2, the Tower 2 Silverstein net lessee will be required to reimburse the Port Authority for the Tower 2 Silverstein net lessee's allocated costs for the subgrade and foundation work funded by the Port Authority at the site. Under the Tower 2 net lease, ground rent is payable by the Tower 2 Silverstein net lessee upon the earlier of (i) commencement of construction of Tower 2 and (ii) December 2022, whether or not construction is commenced. As of December 2022, construction of Tower 2 did not commence. Ground rent of approximately \$2.5 million per month is now due under the terms of the Tower 2 net lease and has not yet been paid. Were construction of Tower 2 to begin, the ground rent would decrease as of construction commencement to approximately \$1.3 million per month during construction of Tower 2.

World Trade Center Site 5

World Trade Center Site 5 ("WTC Site 5") is an approximately 33,000 square foot lot located directly south of Liberty Park, which was formerly the location of the Deutsche Bank building that was extensively damaged on September 11, 2001. LMDC, a subsidiary of Empire State Development ("ESD"), purchased the site in 2004 and completed deconstruction, abatement and excavation in 2011, work which was funded by a U.S. Department of Housing and Urban Development grant. Pursuant to a Memorandum of Understanding, dated as of February 1, 2006, between LMDC, the Port Authority and The World Trade Center Memorial Foundation, Inc. (the "2006 MOU"), LMDC anticipated transferring to the Port Authority a real property interest in WTC Site 5 for development of commercial space in exchange for real property interests required to implement the redevelopment of other elements of the World Trade Center site. The Port Authority and LMDC entered into a subsequent memorandum of understanding in February 2019 considering alternative uses for the site and outlining the process for soliciting proposals for the development of WTC Site 5 as well as the methodology for distributing the proceeds between the two agencies upon selection of a winning proposal, if an alternate use proposal is selected. In June 2019, LMDC and the Port Authority jointly issued a request for proposals seeking a development team to lease or purchase and redevelop WTC Site 5 with a commercial or mixed-use project.

In May 2023, LMDC, ESD, and the Port Authority each independently approved a transaction with a partnership led by Brookfield Properties and Silverstein Properties, Inc., Omni New York LLC and Dabar Development Partners (the "Site 5 Developer"), including approval of a 99-year lease for the project ("Site Lease"), at their respective board meetings, on certain terms and conditions including, without limitation, obtaining additional governmental and regulatory approvals. The Site 5 Developer has not provided a schedule for commencement of construction. As such, there can be no assurance that the transaction will move forward on the current terms and conditions or at all. As discussed between the parties, if the Site Lease becomes effective, the WTC Site 5 would be transferred from LMDC to ESD and leased to the Site 5 Developer under the Site Lease, with annual rents of \$12.5 million, escalating at two percent per year payable to the Port Authority as compensation for the dedication of the sites of the National September 11 Memorial and Museum at the World Trade Center and the Perelman Performing Arts Center (each as described below) for public use.

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Seven World Trade Center

Seven World Trade Center, a 52-story office building which was reconstructed in May 2006, is leased by the Port Authority to 7 World Trade Company, L.P., a limited partnership having as the general partner thereof, Silverstein – 7 World Trade Company, Inc., for an existing term expiring in 2026. The tenant has exercised the first option to extend the lease through 2046. There are two 20-year extension options remaining.

Retail

Through a series of transactions between the Port Authority and a single purpose entity formed by an affiliate of Westfield America, Inc., which was acquired by Unibail-Rodamco-Westfield SE in June 2018 (such entity, together with its Westfield predecessor, “URW”), the Port Authority has been involved in the planning and construction of the retail components of the World Trade Center . A URW entity has net leased the retail premises from the Port Authority through the year 2100 for an upfront payment and a nominal annual amount. As a result, the Port Authority has received payments totaling \$897 million from URW for the completed retail premises at the World Trade Center site. The Port Authority continues to be responsible for the construction of additional retail premises at other locations on the World Trade Center site and is obligated to fund the remaining project costs for their construction. Upon completion and lease up of such additional retail premises, the Port Authority may receive additional payments for the fair value of such additional retail space, to be determined according to the methodology specified in the agreement with URW, which is not expected to fully compensate the Port Authority for the cost of construction.

The World Trade Center Transportation Hub

On July 28, 2005, the Board of Commissioners authorized the World Trade Center Transportation Hub project for the construction of a transportation hub and permanent PATH terminal, and construction commenced on September 6, 2005. On October 18, 2012, the Board of Commissioners reauthorized the World Trade Center Transportation Hub project from an estimated total project cost of \$3.44 billion to an estimated total project cost range of approximately \$3.74 billion to \$3.995 billion, and ratified an agreement with the FTA to increase federal funding from \$1.921 billion to a maximum of \$2.872 billion for the project. On March 3, 2016, the World Trade Center Transportation Hub Oculus and underground pedestrian connections to certain mass transit lines opened to the public and on August 16, 2016, the retail portions opened to the public.

The Memorial at the World Trade Center Site

On July 6, 2006, the Board of Commissioners authorized the Port Authority to enter into an agreement with LMDC, the National September 11 Memorial and Museum at the World Trade Center (“Memorial Foundation”), the City of New York and the State of New York for the construction by the Port Authority of the World Trade Center memorial and cultural project. The World Trade Center Memorial Plaza opened for public access on September 11, 2011. The Museum opened to the public on May 21, 2014.

The Perelman Performing Arts Center at the World Trade Center

On February 15, 2018, the Board of Commissioners authorized the Executive Director of the Port Authority to enter into a lease with The World Trade Center Performing Arts Center, Inc., d/b/a The Performing Arts Center at the World Trade Center (“WTC PAC”), providing for the construction and operation of a world-class performing arts center for an initial term of 99 years, with an option to extend the term for an additional 99 years (WTC PAC now does business as “Perelman Performing Arts Center”

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or “PAC NYC”). Under the lease authorized by the Board of Commissioners, WTC PAC was responsible for the construction of the performing arts center, while the Port Authority was responsible for the construction of certain below grade improvements and infrastructure. Upon execution of the lease on March 19, 2018, WTC PAC paid the Port Authority a one-time payment of \$48 million for below-grade improvements constructed by the Port Authority, consistent with the terms of the February 2018 Board of Commissioners authorization. The performing arts center opened to the public in September 2023.

World Trade Center Infrastructure Projects

In addition to the World Trade Center Hub, the Port Authority continues to advance various infrastructure projects toward the full buildout of the World Trade Center site, including streets and utilities. The Port Authority has completed construction on a number of infrastructure projects, including a central chiller plant (which is being upgraded to comply with regulatory requirements at an estimated project cost of \$42.8 million) and electrical infrastructure, that support the operations of the World Trade Center site. A vehicular security center for cars and delivery vehicles to access subgrade loading facilities is operational to support the commercial development throughout the World Trade Center site. The World Trade Center’s Liberty Park was opened to the public on June 29, 2016. Liberty Park is an approximately 1-acre elevated green space located atop the vehicular security center, and provides seating and views of the World Trade Center site and a pedestrian route from Greenwich Street to the Brookfield Place South Bridge at West Street. As part of the construction of the vehicle security center and Liberty Park, the Port Authority completed certain below grade infrastructure required to allow for the construction of the new St. Nicholas Greek Orthodox Church and National Shrine at 130 Liberty Street by Greek Orthodox Church representatives, to replace an earlier structure that was destroyed in the attacks of September 11, 2001. The Port Authority was not responsible for the construction of the new church building, which opened to the public in December 2022. The Port Authority currently leases the site of the new church building to representatives of the Greek Orthodox Church.

Newark Legal and Communications Center

The Newark Legal and Communications Center Urban Renewal Corporation (“NLCCURC”) was formed in 1988 by the Port Authority to effectuate the development and construction of a legal and communications center and its related infrastructure in Newark, N.J., adjacent to Pennsylvania Station and the PATH terminus (the “Newark Legal and Communications Center”).

On December 21, 2001, the NLCCURC entered into a net lease with respect to the Newark Legal and Communications Center with Matrix One Riverfront Plaza LLC (“Matrix”). The net lease is for a term of 50 years, with four 10-year renewal options and one 8-year 11-month 28-day renewal option. On December 4, 2013, after determining that the Newark Legal and Communications Center was no longer required for the purposes for which it was acquired, the Board of Directors of the NLCCURC authorized the President of the NLCCURC to enter into an agreement providing for the phased transfer of the NLCCURC’s interests in the Newark Legal and Communications Center to Matrix Affiliate, LLC, an affiliate of Matrix, which will be completed on or before 2030, in exchange for a total aggregate payment of approximately \$42 million, subject to certain adjustments.

The Commissioners of the Port Authority serve as the Directors of the NLCCURC, and Richard Cotton is its President.

Marine Terminal Facilities

The Port Authority owns or leases five marine terminal facilities to serve the Port District which are operated by its tenants, together with multi-modal transportation assets to move freight to and from the terminals. The marine terminal facilities support a variety of uses such as containerized cargo, autos, bulk, cruise, warehouse operations and intermodal transport. The Port Authority’s revenues from the marine terminal facilities have historically come primarily from fixed-rent lease agreements with its tenants and have therefore been partially insulated from fluctuations in activity levels at these facilities. More recently, the Port Authority has restructured certain lease agreements covering its marine terminal facilities to include variable rentals based on shipping volume with minimum annual guarantees to hedge against fluctuations in volume. (See below, the discussions of the lease supplements negotiated by and between the Port Authority and APM Terminals North America, Inc., et. al. and separately, with Maher Terminals under the heading “*Elizabeth-Port Authority Marine Terminal*,” and the discussion of the Port Authority’s negotiations with Compagnie Maritime d’Affretement-Compagnie Generale Maritime, or CMA CGM under the heading “*Port Jersey-Port Authority Marine Terminal*” in this Section II.) Shipping volume can be sensitive to global trade conditions, with recent volatility due to U.S. tariff and trade policy and safety and security of shipping lanes, such as the approaches to the Suez Canal which have been subject to Middle Eastern regional conflict and environmental conditions, such as the 2022-2024 drought affecting the operation of the Panama Canal which forced reduced transits and vessel weight restrictions in an effort to conserve water.

On July 9, 2019, the Port Authority announced a comprehensive 30-year plan (the “Port Master Plan 2050”) that creates a flexible roadmap to develop a competitive, financially successful port that maximizes regional jobs and economic impacts while minimizing environmental effects at the Port Authority’s marine terminal facilities. The Port Master Plan 2050 focuses on five guiding principles: (i) ensuring sustainability and resiliency in all operations and future developments; (ii) promoting regional economic generation; (iii) establishing state of the art facilities; (iv) providing a platform for partnership for all local stakeholders; and (v) shaping future growth of the region. The Port Authority began implementing key findings and recommendations in the second half of 2019, including exploring, with the U.S. Army Corps of Engineers (the “Corps”), the costs and benefits of further harbor deepening projects to maintain or improve its competitive position (see “*Channel Improvement Projects*” in this Section II).

A foreign-trade zone (Foreign-Trade Zone 49) has been established by the United States Department of Homeland Security (formerly by the Department of Commerce) and presently includes, in addition to other sites and sub-zones in New Jersey, areas within Port Newark, Elizabeth-Port Authority Marine Terminal and the Port Jersey-Port Authority Marine Terminal, as well as the Port Authority Industrial Park at Elizabeth.

Port Newark

Port Newark is a waterfront terminal located on Newark Bay comprising approximately 930 acres adjacent to Newark Airport. The marine terminal includes wharves, deep water ship berths, container cranes, open storage areas, buildings, roadways and railroad trackage. It has been leased by the City of Newark to the Port Authority, along with Newark Airport, since October 22, 1947.

In October 2019, the Port Authority and the City of Newark entered into a lease supplement further extending the lease term through 2075, in consideration of certain additional rental payments. These agreements are described at “*Certain Information with Respect to the Leases Relating to the Port Authority Airports and Other Related Matters*.”

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Port Newark is the most diverse facility of the Port Authority's marine terminals. It serves a variety of operators handling a wide range of cargo types. Cargo is shipped both in containers and as bulk commodities. In addition, the terminal facilities are used for the importing and exporting of new and used automobiles. The facility also houses warehousing and intermodal transport (including ExpressRail Newark).

Elizabeth-Port Authority Marine Terminal

The Elizabeth-Port Authority Marine Terminal is owned by the Port Authority and occupies approximately 1,257 acres on Newark Bay in Elizabeth, N.J. The south side of Port Newark and the Elizabeth-Port Authority Marine Terminal are jointly served by the Elizabeth Channel forming a boundary between the two facilities. The facility handles containerized cargo, bulk, intermodal transport, and warehousing. Container cranes and fully equipped vessel berths situated on the Elizabeth Channel and Newark Bay provide modern, efficient facilities for shipping lines and export-import shippers. Within the terminal are cargo distribution buildings with approximately 1.2 million square feet of space, ancillary service structures and intermodal transport connections (including ExpressRail Elizabeth).

Following approval of the Board of Commissioners in March 2025, on April 11, 2025, the Port Authority entered into a supplement to the lease with the current operator of a container terminal at Elizabeth-Port Authority Marine Terminal, APM Terminals North America, Inc. ("APMT") an indirect subsidiary of AP Moller-Maersk A/S ("Maersk"), to extend APMT's existing lease for the premises through 2062. Maersk is one of the world's largest operators of container port facilities and part of the same organization as the world's second largest container shipping company.

A fee for the extension will be paid to the Port Authority in four annual installments, beginning at signing. Modifications to the existing lease include restructuring the rental formula from a combination of fixed rent and variable participation rent based on container throughput, to rent based solely on container throughput on a per lift basis, with a minimum annual guarantee escalating over the term based on increases in the consumer price index. The restructured rent would be phased in over a four-year period through 2030. In addition, the new terms provide that once certain repair work undertaken by the Port Authority is completed, but not later than 2030, APMT will assume full responsibility for maintenance, repair and replacement of all wharf structures within the premises and the wharfs will be replaced in their entirety at APMT's expenses by 2045. The new terms also require APMT to make near-term improvements to the premises to expand capacity and to develop a master terminal development plan to make further investments as necessary to increase capacity to meet demand in the future. Demurrage revenue above an agreed upon threshold will be shared with the Port Authority. The terms also require APMT to commit to assist the Port Authority to achieve its sustainability goals, to use good faith efforts to meet the Port Authority's business enterprise and local business contracting goals, to collaborate in Port Authority priorities relating to safety and security, innovation, customer experience, and key performance indicators, and to provide enhanced reporting on terminal activities.

On January 23, 2026, the Port Authority entered into a supplement to the lease with the other container terminal operator at Elizabeth-Port Authority Marine Terminal, Maher Terminals LLC ("Maher"), owned by an infrastructure fund managed by Macquarie Infrastructure Partners, Inc. The Maher lease supplement extends the term from 2030 to 2063 and provides for rental terms, repair obligations, required capital investment and commitment to sustainability, safety and security, innovation, customer experience, and key performance indicators, which are analogous to those in the APMT supplement and the CMA CGM arrangements described below.

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Greenville Yard-Port Authority Marine Terminal

The Greenville Yard-Port Authority Marine Terminal is located in Jersey City, N.J., adjacent to the Port Jersey-Port Authority Marine Terminal. The facility currently occupies approximately 32 acres of land and pier area, in addition to riparian land. Approximately five acres of this facility are owned by the Port Authority and occupied by a single private tenant using this facility for the storage of barges and dredging equipment. The remaining 27 acres, along with certain riparian rights, are leased by New York New Jersey Rail, LLC from Conrail for cross-harbor rail freight operations (see “*Railroad Freight—New York New Jersey Rail, LLC*” in this Section II).

In June 2019, the Port Authority and its private sector partners completed the redevelopment of Greenville Yard into a modern, multi-modal freight rail terminal. The Port Authority constructed two new carfloats (rail barges), a new transfer bridge, and a new support yard for the transfer bridge to improve efficiency and capacity of the cross-harbor rail freight system.

Port Jersey-Port Authority Marine Terminal

The Port Jersey-Port Authority Marine Terminal is owned by the Port Authority and is located on approximately 341 acres on the Port Jersey Channel in Bayonne and Jersey City, N.J., and supports broad based marine terminal uses. The marine terminal includes wharves, deep water ship berths, container cranes, open storage areas, buildings, railroad trackage and barges to facilitate marine activities that support container terminal, dry dock, cruise terminal, and warehouse operations and intermodal transport connections (including ExpressRail Port Jersey).

The Port Authority currently leases a portion of the Port Jersey-Port Authority Marine Terminal to Port Liberty Bayonne (“Bayonne Lease”) and Howland Hook Marine Terminal to Port Liberty New York (“Staten Island Lease”), and such lessees are under common control of Compagnie Maritime d’Affretement-Compagnie Generale Maritime, (“CMA CGM”), a French shipping and logistics company which is one of the largest shipping companies in the world. CMA CGM acquired the leases following the Port Authority’s consent to a change of control of such lessees’ equity ownership in August 2023.

In connection with the Port Authority’s consent to the change of control, the Board of Commissioners at its meeting in August 2023, approved the Port Authority’s execution and delivery of lease supplements to the Bayonne Lease and the Staten Island Lease which would (i) increase rents based on container throughput (subject to a minimum annual guarantee), (ii) transfer most responsibility for wharf and berth maintenance, rehabilitation, and replacement from the Port Authority to the tenants, (iii) provide for participation by the Port Authority in demurrage revenues under certain conditions, (iv) require the tenants to commit to improve the leaseholds to meet future capacity needs as they arise, and (v) require the tenant to commit to assist the Port Authority to achieve its sustainability goals, to use good faith efforts to meet the Port Authority’s business enterprise and local business contracting goals, to collaborate in Port Authority priorities relating to safety and security, innovation, customer experience, and key performance indicators, and to provide enhanced reporting on terminal activities. The Staten Island Lease also includes a lease extension to 2047, matching the term of the Bayonne Lease.

Brooklyn-Port Authority Marine Terminal

The Brooklyn-Port Authority Marine Terminal (“BPAMT”) is partially owned by the Port Authority and by the City and extends from Pier 7 at Atlantic Avenue to Pier 12 and includes the Atlantic Basin with waterfront access along the Buttermilk and East River Channels.

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Pursuant to a Memorandum of Understanding (“Swap MOU”) with the New York City Economic Development Corporation (“NYCEDC”), the City and the State of New York dated May 23, 2024, NYCEDC and the Port Authority agreed upon terms for a “property swap” where NYCEDC would obtain full ownership interest of BPAMT in return for conveyance of the City’s ownership interests in Howland Hook Marine Terminal to the Port Authority. The parties agree that the Port Authority’s statutory authority may be insufficiently flexible to allow it to develop BPAMT for multiple, non-marine purposes and that Howland Hook could be more easily developed in a manner similar to the Port Authority’s other container ports. Control of the Howland Hook Marine Terminal will enable the Port Authority to better leverage investments which its tenant, CMA CGM, has agreed to make (estimated at \$200 million) to modernize the facility with expanded capacity and sustainability upgrades, enabling additional expansion at the terminal in the future (see “*Howland Hook Marine Terminal*,” below).

Although the parties desire to transfer outright ownership of the properties to each other, doing so requires consents and authorizations. Until such interests can be exchanged, on July 12, 2024 the Port Authority entered into a net lease of BPAMT to NYCEDC as tenant (“BPAMT Lease”) through 2058 in return for an amendment to its existing lease with the City for Howland Hook Marine Terminal (“Howland Hook Lease Amendment”). The BPAMT Lease and Howland Hook Lease Amendment are on substantially similar terms and conditions, including, in each case, the transfer of control and financial benefit to the tenant with limited oversight by the landlord. The rentals under the leases offset each other so that neither party will have an ongoing cash payment obligation to the other. In connection with entering into the BPAMT Lease, the NYCEDC has assumed the Port Authority’s existing leases and licenses, including the operating license with Red Hook Container Terminal, LLC, the operator of a portion of the BPAMT site. If the Property Transfers are not effectuated by April 30, 2031, the parties would seek to extend the term of each lease until 2123, subject to necessary approvals.

The Port Authority does not expect these transactions to result in a material adverse change in its financial position or condition.

Howland Hook Marine Terminal

The Howland Hook Marine Terminal, in Staten Island, N.Y., is leased to the Port Authority by the City of New York for a term expiring in 2058, which was recently amended pursuant to an agreement with the Port Authority, the City, the NYCEDC and the State of New York described below, and at “*Brooklyn-Port Authority Marine Terminal*,” above. This facility presently occupies 311 acres. The facility is used for a container terminal and interconnects with the ExpressRail Staten Island facility. Regular rail service is provided between this terminal and the national freight rail system through interchanges constructed by the Port Authority at the Garden State Secondary rail freight line in the vicinity of Elizabeth, N.J. Effective August 1, 2003, the Port Authority and the New Jersey Department of Transportation entered into an agreement providing for the Port Authority to lease (for a term of 50 years with one 49-year 11-month renewal option) certain parcels of railroad property located in Union County, N.J., with the Port Authority to assume certain maintenance obligations for the leased trackage during the term of the lease. The agreement allows for the Consolidated Rail Corporation (“Conrail”) to provide rail service to and from Howland Hook. In August 2023, the Port Authority agreed to amend the lease with its tenant at the terminal (see “*Port Jersey-Port Authority Marine Terminal*” in this Section II).

ExpressRail

Beginning in 1991, the Port Authority has developed its original rail facilities to support efficient rail movements to and from its major container terminal facilities. The resulting ExpressRail system consists of four separate on/near dock intermodal rail terminals: ExpressRail Elizabeth, ExpressRail Newark,

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Express Rail Staten Island and Express Rail Port Jersey. These four rail terminals connect the marine terminals to the national freight rail network. The ExpressRail facilities were designed to reduce the Port's reliance on trucks to transport cargo and expand its geographic cargo reach to inland hubs. With 37 working tracks, ExpressRail provides dependable on-time performance, extended schedules, and same-day transfers between ship and rail. Since 1991, when the first terminal opened in Elizabeth, the Port Authority has invested approximately \$600 million to expand the ExpressRail network and supporting infrastructure to ensure efficient transfer of cargo between the Port Authority's major container terminal facilities and inland markets. The ExpressRail facilities are served by Conrail, which is jointly owned by the Class 1 railroads CSX Corporation and Norfolk Southern. Utilizing this operating structure, Conrail provides local intermodal switching and operational support in the Port area. Conrail connects directly to the CSX and Norfolk Southern mainlines allowing the Port to serve inland markets primarily in the Midwest, Ohio Valley, New England, Eastern Canada and elsewhere in a timely, efficient, and environmentally friendly manner. The ExpressRail system has the capacity to handle 1.5 million lifts a year.

Channel Improvement Projects

Throughout the years, the Port Authority has undertaken various channel improvements, some in conjunction with the Corps, that support and benefit the Port Authority's marine terminal facilities, enhancing the ability of modern deep-draft containerships to navigate to the Elizabeth-Port Authority Marine Terminal, portions of Port Newark, the Howland Hook Marine Terminal, and the Port Jersey-Port Authority Marine Terminal. In 2016, the Corps substantially completed deepening the federal channels serving these facilities to 50 feet (and to 53 feet in the Ambrose Channel).

The Corps is also proceeding into the preliminary engineering and design phase of a project to deepen the Gravesend Anchorage (the "Anchorage") from 47 feet to 50 feet, in order to accommodate deep-draft vessels using the 50-foot-deep channels. The Port Authority has agreed to fund the non-federal portion of the engineering and design work in the amount of approximately \$375,000. This preliminary work is expected to be completed on or about July 2026. Funding for construction of the Anchorage is not committed by either the Corps (which requires Congressional action) or the Port Authority (which requires action of the Board of Commissioners) and there can be no assurance that it will proceed past the preliminary engineering and design stage.

Separately, in June 2022, the Chief Engineer for the Corps accepted a feasibility report (the "Report") resulting from a Harbor Deepening and Navigation Channel Improvement study conducted by the Corps, which investigated additional navigation improvements (including deepening to a depth of 55 feet and widening select areas of certain federal channels in the vicinity of the Port facilities) to continue to accommodate ultra-large container ships that call at the Port. The proposed Harbor Deepening and Channel Improvement project ("Harbor Deepening Project"), was preliminarily authorized by Congress of the United States in December 2022.

In May 2024, the Port Authority and the Corps signed an agreement to advance the Harbor Deepening Project through the preliminary engineering and design phase ("PED") up to a total cost of \$20 million split equally between them. Through the PED phase, which is expected to be completed in May 2027, the parties anticipate that the Corps can more precisely determine the total multi-billion dollar cost of the Harbor Deepening Project. No cost commitments have been made by either the Port Authority or the Corps, with Port Authority participation dependent on Board of Commissioners authorization and funding sources including maximal federal participation and contributions from beneficiaries of the improvements, including commercial users.

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Port Newark Ship Fire

In July 2023, a fire broke out on a ship owned by the Grimaldi Group (“Grimaldi”) and berthed at the Port Authority’s facilities at Port Newark. Firefighting efforts to extinguish the fire were initially unsuccessful, and two fire fighters from the Newark Fire Division died in the effort. With the participation of the U.S. Coast Guard and the vessel’s marine fire fighting and salvage contractor, the fire was contained and then extinguished several days after the fire began.

Formal investigation hearings on the incident were held in January through March 2024 under the direction of the Coast Guard and the National Transportation Safety Board (“NTSB”). The Essex County Prosecutor’s Office opened an investigation regarding the incident in 2023.

On April 15, 2025, the NTSB announced its findings and recommendations, determining that the probable cause of the fire was the stevedore’s and its subcontractor’s inappropriate use of a passenger vehicle for industrial purposes which use did not meet federal Occupational Safety and Health Administration standards. The equipment in question was also found to be subject to recall at the time of the incident. The NTSB also determined that the ship itself did not meet international requirements for vessel construction in that its garage doors could only be closed from inside the protected area for the fire suppression system, rendering it inoperable during the fire. The NTSB also stated that Newark Fire Division’s lack of marine vessel firefighting training left land-based firefighters unprepared to respond to a vessel fire.

The NTSB developed several recommendations to prevent similar events and suggested that the Port Authority establish procedures to facilitate training, drills, and vessel familiarization tours for responding firefighters to enable them to better prepare and respond to fires and other emergencies at its facilities and on board vessels. The Port Authority currently conducts such procedures for the benefit of first responders and is examining the procedures to determine how it can make them more broadly available and responsive to goals and objectives of the fire fighters.

On January 9, 2026, the Coast Guard issued a separate report of its findings. The report was consistent with the NTSB’s findings and did not assess culpability against the Port Authority for the event.

On August 1, 2025, the Newark Fire Division (“NFD”) notified the Port Authority that following August 11, 2025, it would cease all operations inside ships, which it subsequently revoked. However, NFD was clear that firefighters would continue to protect landside assets at Port Authority facilities. The Port Authority believes its landside assets remain adequately protected against fires and there are adequate alternatives to NFD (including private resources) to enable ship owners calling at the Port Authority facilities to make arrangements to access firefighting resources, as they are legally required to do. The Port Authority remains in discussion with the Coast Guard, NFD and the other municipal fire departments in considering improved processes for responding to shipboard fires.

In addition to the regulatory hearings described above, there is a civil action proceeding in New Jersey District Court under the Shipowner’s Limitation of Liability Act (“Limitation Action”), where Grimaldi seeks limitation of its liability for all claims, damages, or losses arising out of the fire and recovery of its losses from a number of parties, including the Port Authority, claiming breach by the Port Authority of unspecified contractual or regulatory duties. The Port Authority has cross-claimed against Grimaldi as well as the stevedoring company and its subcontractor, for its own losses (including contingent losses). The other parties to the Limitation Action, including the stevedoring company and its subcontractor, filed claims and cross-claims, each alleging negligence on the part of other participants in the event. The parties are

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currently participating in court-required mediation of the claims. The Port Authority believes it has good defenses to assertions that it was negligent in its actions and intends to continue to defend itself vigorously.

Waterfront Development

Pursuant to legislation enacted in 1984 by the States of New York and New Jersey, the Port Authority is authorized to participate, in conjunction with affected municipalities, in effectuating certain mixed-use waterfront development projects in each of the States, initially, at a legislatively designated site in the City of Hoboken, N.J., and a legislatively designated site in the Hunters Point section of Long Island City in the Borough of Queens in New York City. The Port Authority may undertake such mixed-use waterfront development projects, including site preparation and other work necessary for the effectuation of the overall development program and to facilitate private sector investment in connection therewith, consistent with agreements with the holders of consolidated bonds, including those pertaining to the financing of additional facilities.

Hoboken South Waterfront Development Facility

On August 16, 1995, the Port Authority and the City of Hoboken entered into a municipal development agreement with respect to the development of a mixed-use waterfront development project at the legislatively designated site in the City of Hoboken. On November 30, 2000, the Board of Commissioners authorized an increase in the Port Authority's commitment with respect to this facility, bringing the Port Authority's total commitment to \$128,000,000.

Queens West Waterfront Development Facility

In October 1992, the Port Authority, the Empire State Development Corporation ("ESDC"), the City of New York, and NYCEDC entered into a municipal agreement with respect to the development of a mixed-use waterfront development project along the East River in Queens using property then owned by the Port Authority (the "Municipal Agreement"). In May 2009, in accordance with the Municipal Agreement, the Port Authority sold 24 acres of Port Authority property in the southern portion of the site for the project (referred to as the "Queens West Waterfront Development") in return for forgiveness of certain pre-existing development obligations of the Port Authority in Queens.

Railroad Freight

New York and New Jersey Railroad Corporation

On April 30, 1998, the New York and New Jersey Railroad Corporation was established as a wholly owned entity of the Port Authority to effectuate rail freight projects, including rail freight access to marine terminal facilities. Rail freight services are provided between the Howland Hook Marine Terminal in Staten Island, N.Y., and the national rail system through interchanges that were constructed by the Port Authority at Conrail's Chemical Coast rail freight line in the vicinity of Elizabeth, N.J. (See "*Marine Terminals—Howland Hook Marine Terminal*" in this Section II.) The Commissioners of the Port Authority serve as the Directors of the New York and New Jersey Railroad Corporation, and Richard Cotton is its President.

New York New Jersey Rail, LLC

On September 18, 2008, the Port Authority acquired from Mid-Atlantic New England Rail, LLC 100% of the membership interests in New York New Jersey Rail, LLC ("NYNJ Rail"). NYNJ Rail is part of the National Railroad System and holds a Surface Transportation Board Certificate of Convenience and

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Necessity for the movement of freight by rail and rail barge across New York Harbor, by means of float bridges located at Greenville Yard, Jersey City, N.J. and 65th Street Rail Yard in Brooklyn, N.Y. NYNJ Rail operates the only rail car float in the New York Harbor, providing a link for the movement of freight in and out of the New York City market. NYNJ Rail also currently leases approximately 27 acres of Conrail's property in Jersey City, N.J., which is part of the Greenville Yard-Port Authority Marine Terminal and which functions as an interchange facility for freight to and from the national railroad system.

On December 29, 2010, NYNJ Rail acquired certain assets of the Port Jersey Railroad Company ("PJRC"), a New Jersey corporation, including (among other things) approximately 6 acres of land in Jersey City, N.J.; all of PJRC's interests in certain railroad easements; the railroad tracks and switches located on such land and such easements; and the right (subject to appropriate governmental approvals) to operate a shortline railroad over such tracks, servicing several warehouses in an area adjacent to the Port Jersey-Port Authority Marine Terminal and the Greenville Yard-Port Authority Marine Terminal. The acquisition of such assets facilitates the movement of shipping containers between the Port Jersey-Port Authority Marine Terminal and the Greenville Yard-Port Authority Marine Terminal.

Industrial Development

In 1978, in recognition of the loss of manufacturing jobs and plants in the Port District and its serious negative impact on the regional economy, the Port Authority was authorized by the States of New York and New Jersey to undertake a program of industrial development, including the construction and operation of industrial parks in the inner cities of the Port District. In March 1981, the Board of Commissioners authorized three initial industrial development projects, to be located in Elizabeth, N.J., in the Howland Hook section of Staten Island, N.Y., and in the Bathgate section of the Bronx, N.Y. (the Port Authority no longer has any interest in the development at the Bathgate site). The site in the Howland Hook section of Staten Island is presently part of the Howland Hook Marine Terminal. The development by the Port Authority of specific industrial development projects requires appropriate authorizations and certifications by the Board of Commissioners.

Port Authority Industrial Park at Elizabeth

The Port Authority Industrial Park at Elizabeth consists of a 12-acre site (which is a former landfill) in the City of Elizabeth, N.J., located at the southern end of the Port Newark/Elizabeth-Port Authority Marine Terminal complex, and is leased to private tenants.

Teleport

The Teleport, located in a portion of New York City's Staten Island Industrial Park, was leased for development by the Port Authority from the City of New York in 1984. Originally developed as a center for telecommunications and currently leased for mixed use, the lease with the City was recently extended through July 31, 2026. The Port Authority has agreed to return the property to the City, together with an assignment of the existing subleases, upon completion of certain repair work, clarification of zoning requirements and issuance by the New York City Department of Buildings of occupancy permits.

Essex County Resource Recovery Facility

The Essex County Resource Recovery Facility is a mass burn waste-to-energy plant in the City of Newark, N.J., constructed and operated by a private full-service vendor pursuant to a lease agreement and a service agreement with the Port Authority. The lease agreement expires December 31, 2032, and automatically renews for four five-year periods, unless the lessee elects not to renew. The service

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agreement expires December 31, 2032. The private full-service vendor is responsible for all capital and operating expense liability at the plant. Ground rent is based on a percentage of gross revenues at the Facility, with a minimum annual guaranteed payment. The facility serves over 20 municipalities and has a long-term contract with New York City's Department of Sanitation for approximately 40 percent of the plant's disposal capability.

Certain environmental matters with respect to the condition of the site, the operation of the plant by the private full-service vendor or the composition of solid waste delivered to the plant, the liability or cost for which is presently uninsurable and not amenable to guaranteed limitation, may give rise to costs to the Port Authority. On August 13, 2004, the EPA advised the private full-service vendor that the EPA deems the full-service vendor to be a "potentially responsible party" (under CERCLA) that may be jointly and severally liable for the EPA's clean-up costs at the Diamond Alkali Superfund Site, in Newark, N.J. The Port Authority may have certain indemnification obligations with respect to the full-service vendor.

Pre-development Site Acquisition Program

On October 11, 1984, the Board of Commissioners established the Pre-development Site Acquisition Program, a centralized program of up to \$75,000,000 at any one time through which the Port Authority may acquire real property in connection with the development of additional facilities prior to the actual formal certification of these facilities.

Appropriate approvals would be obtained prior to the purchase of any property intended to form a part of this facility. As a project is formally certified as an additional facility, the real property attributable to such additional facility (including the costs associated with the acquisition of such real property) would be transferred to the newly-certified additional facility and the amounts available under this facility would be recalculated, as appropriate.

Regional Development

From time to time, at the request of the Governors of the States of New York and New Jersey, the Port Authority participates in certain programs that are deemed essential to the continued economic viability of the two states and the region. These programs, which are generally non-revenue producing to the Port Authority and are not generally expended at facilities owned or operated by the Port Authority, are addressed by the Port Authority in its budget and business planning process in the context of the Port Authority's overall financial capacity. The Port Authority does not expect to derive any revenues from such regional development facilities. See Note H (Regional Facilities and Programs) in Appendix A hereto. In the Port Authority's 2017-2026 Capital Plan, the Port Authority included \$250 million for such projects, which includes, among other things, \$150 million for the Moynihan Station Transportation Program (see "*Moynihan Station Transportation Program*" below).

Moynihan Station Transportation Program

On September 22, 2016, the Board of Commissioners authorized the Executive Director, on behalf of the Port Authority, to provide, at the request of the State of New York, a financial contribution of \$150 million to the State of New York, acting through New York State Urban Development Corporation d/b/a Empire State Development and/or its subsidiary Moynihan Station Development Corporation ("MSDC"), to advance the Moynihan Station Transportation Program, a project to redevelop the James A. Farley United States Post Office Building (together with its Western Annex, the "Farley Building") into a new transportation facility serving the New York and New Jersey region, to be known as Moynihan Station. The final installment of the \$150 million was paid in July 2018. The Port Authority has also entered into

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an agreement with MSDC to provide certain consulting and management services in connection with the Phase II redevelopment. Moynihan Station opened to the public on January 1, 2021.

The Gateway Program

On July 8, 2024, the approximately \$16 billion Hudson Tunnel Project (“HTP”) sponsored by the Gateway Development Commission, a bi-state agency of the States of New York and New Jersey (“GDC”), reached financial close. In 2018, the Board of Commissioners had formally committed support for HTP in aggregate principal amount not to exceed \$2.7 billion (“Principal Amount”) by confirming the 2017-2026 Capital Plan allocation for HTP in such amount, so long as the Port Authority had no additional liability for construction completion, cost overrun or project funding risk. The support would be provided as funding of the debt service on federal low interest loans for a portion of the local share of the HTP cost. At the time of its commitment, the Board of Commissioners also certified a new facility of the Port Authority in the form of an initial \$79 million of early-stage funding for certain predevelopment and capital costs of HTP (the “Gateway Funding Facility”).

As part of HTP, two new railroad tubes will be constructed by GDC connecting the States of New York and New Jersey between the Bergen Palisades in New Jersey and Manhattan, New York (the “New Tunnel”) to alleviate operational deficiencies in the existing two-tube tunnel used for passenger rail mass transit by NJ Transit for its commuter rail service and the National Railroad Passenger Corporation (“Amtrak”) for its intercity “Northeast Corridor Service”. Following completion of the New Tunnel, the existing tunnel, first built in 1910 by Pennsylvania Railroad (“Existing Tunnel”), would be repaired and rehabilitated, resulting in more resilient rail operations between the two States. HTP also includes funds for construction of structures in New York City to accommodate the tunnel routes to Pennsylvania Station in midtown Manhattan.

The financing for HTP is comprised of approximately (i) \$12 billion in federal grant funding (including approximately \$1 billion from Amtrak) and (ii) \$4 billion in local financing in the form of three 35-year low-interest loans to GDC under the federal Railroad Rehabilitation and Improvement Financing program (“RRIF”). The RRIF loans are supported by three separate funding facilities from the State of New York, the State of New Jersey (and certain of its agencies), and the Port Authority (collectively, the “Support Parties”), evidenced by funding agreements with GDC and direct agreements with the RRIF Lender (defined below) which obligate each of the three Support Parties to perform the undertakings in their individual funding agreement for the benefit of the RRIF Lender.

The Port Authority’s funding agreement with GDC (“Funding Agreement”) obligates the Port Authority to make periodic “Contract Payments” to a collateral agent as directed by GDC (“Support Obligation”), to be applied against payments under the corresponding RRIF loan and related fees and expenses, the proceeds of which will be used to fund the New Tunnel (“New Tunnel RRIF Loan”). The amount of each Contract Payment for the principal and interest on the New Tunnel RRIF Loan is detailed on a schedule appended to the Funding Agreement. Because the interest on the New Tunnel RRIF Loan accrues and is capitalized during the New Tunnel construction period, the total estimated principal amount of the New Tunnel RRIF Loan is \$2.47 billion, of which \$1.87 billion will fund construction. The interest rate on the New Tunnel RRIF Loan was set at financial close at a rate of 4.48% per annum. Payment of the corresponding debt service component of the Contract Payments is currently anticipated to begin in October 2034 (or earlier, if the New Tunnel is completed earlier) in an annual amount of approximately \$110 million, rising to an annual amount of approximately \$151 million in the period 2040-2069. The Contract Payments cannot be accelerated for GDC default under the New Tunnel RRIF Loan, and the Port Authority is not required to pay default interest arising from GDC defaults. The aggregate principal amount of all Contract Payments (after inclusion of capitalized interest and related fees and expenses) cannot exceed the

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Principal Amount and, except in the case of default interest arising from specified Port Authority triggered defaults, no Contract Payment can exceed the individual semi-annual amounts set forth on the schedule of payments attached to the Funding Agreement.

The Support Obligation is a special obligation of the Port Authority and the Contract Payments are payable solely from, and subject to the availability of, net revenues deposited to the special fund of the Port Authority referred to as the Consolidated Bond Reserve Fund established by Section 7 of the Consolidated Bond Resolution, and in the event such net revenues are insufficient therefor, other moneys of the Port Authority legally available for such payments when due, with the understanding that: (i) payment of the Contract Payments requires prior payment of debt service on the Port Authority's Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution and payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; (ii) the payment of Contract Payments is not secured by or payable from the General Reserve Fund; and (iii) the Port Authority's obligation to make the Contract Payments does not create any lien on, pledge of or security interest in any revenues, reserve funds or other property of the Port Authority.

Under the direct agreement (the "Direct Agreement") by and among the Port Authority, GDC, and United States Department of Transportation, acting by and through the Executive Director of the Build America Bureau (the "RRIF Lender"), the Port Authority has agreed to comply with its obligations under the Funding Agreement and provided an acknowledgement to the RRIF Lender that GDC is pledging the Funding Agreement (including GDC's rights in and to the Contract Payments) as collateral for the New Tunnel RRIF Loan, and will cooperate with the RRIF Lender to effect the purposes of the Direct Agreement. In addition, the Port Authority has undertaken certain reporting obligations to the RRIF Lender (including a mitigation plan in the event of a default or prospective default by the Port Authority under the Funding Agreement). The Port Authority has also covenanted that, except for the issuance or incurrence of certain obligations within the \$1.25 billion maximum amount established by the Port Authority's Special Obligation Institutional Loan Program, it will not enter into additional special obligations if at the time of such incurrence, the ratio of net revenues to debt service is not at least 1.15, where "Net Revenues" are Port Authority net revenues for any period of twelve consecutive months during the thirty-six month period preceding the time of incurrence and "Debt Service" is the prospective debt service for the calendar year after such time of issuance when the debt service for all obligations outstanding at the time of issuance, including such new special obligations, is projected to be at a maximum.

The Port Authority is supporting the HTP under its statutory authority to operate transportation facilities in the Port District including extensions to the PATH Hudson Tubes. The "Hudson Tubes extensions" include, by statute, facilities such as the New Tunnel that are "improvements to Pennsylvania station in the city of New York, state of New York, and to its railroad approaches from the state of New Jersey, as necessary or desirable to improve operations and to increase train and passenger handling capacity." The Port Authority support for the New Tunnel will ensure that (i) passenger mass transit access across the Hudson River will remain reliable in the future, so that the Port Authority will not be required to alleviate excessive congestion on its current Hudson River vehicular crossings or add additional Hudson River vehicular crossing capacity to accommodate passengers to Manhattan which might be required were passengers not able to utilize existing rail mass transit routes made inaccessible due to their deteriorated condition and (ii) PATH service can continue to remain primarily dedicated, as it is today, to rapid transit for Hudson River communities including Hoboken, Jersey City and Newark. In addition, a reliable trans-Hudson rail route between the States will maintain rail access to midtown Manhattan for PATH riders and passengers on the Newark Liberty International Airport and John F. Kennedy International Airport airtrains. Reflecting the continuing reliability of the trans-Hudson passenger mass transit, the Support Obligation will

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be accounted for as an intangible improvement to PATH. Given this accounting treatment, the 2018 certification by the Board of Commissioners of the Gateway Funding Facility was rescinded.

In accordance with the requirements for Board of Commissioners authorization of commitments for the expenditure of Port Authority funds in the amount of \$50 million or more, the Port Authority's Law Department provided an opinion to the Board of Commissioners that the proposed expenditure is legally authorized. Each of the States has also provided, through their executive offices, their respective views that the Port Authority has statutory authority to provide and perform the Support Obligation. As is generally the case with opinions as to legal outcomes, there can be no guarantee that such conclusion would not be challenged and a determination made by a court that such action is not authorized and is *ultra vires*, based on specific facts and circumstances which were not considered at the time the opinion was rendered.

Additional Facilities, Capital Improvements and Certain Programs

The Port Authority is now engaged in providing various capital improvements to certain of its existing facilities and has undertaken studies for other such improvements and for other new construction and acquisitions, which are expected to require the issuance of obligations in addition to the Bonds or the provision of other capital funds by the Port Authority from time to time. These include, but are not limited to, improvements and construction outlined herein, and in some cases are in fulfillment of contractual commitments assumed by the Port Authority in leases and other agreements or are undertaken pursuant to existing legislation at the request of the two States. The estimated costs of improvements to Port Authority facilities have been revised from time to time to reflect cost increases attributable to, among other factors, lengthy strikes and other unforeseen construction delays, extraordinary inflationary increases in the cost of labor and materials, unanticipated claims by contractors, changes in project specifications and resolution of environmental matters and associated proceedings which arise during the course of construction, including those related to channel improvements and dredging. No attempt is made to enumerate all such improvements or projects under study by the Port Authority at the present time.

Certification in Connection with Additional Facilities

Agreements between the Port Authority and holders of currently outstanding Consolidated Bonds impose certain requirements on the Port Authority relative to the financing of any additional facility for the first time by Consolidated Bonds or other bonds sharing in the pledge of the General Reserve Fund. Before the Port Authority can issue any such obligations for purposes in connection with such an additional facility, it must first certify its opinion that such issuance will not, during a specified period, materially impair the sound credit standing of the Port Authority or the investment status of Consolidated Bonds or the ability of the Port Authority to fulfill its commitments, whether statutory or contractual or reasonably incidental thereto, including its undertakings to the holders of Consolidated Bonds. Unless and until, having first made such certification, the Port Authority does in fact issue Consolidated Bonds or other bonds secured by the General Reserve Fund for purposes in connection with such an additional facility, neither the General Reserve Fund nor the Consolidated Bond Reserve Fund may be applied for purposes in connection with such additional facility.

Certain Additional Projects Under Study

The Port Authority presently has under study a number of additional projects or facilities. As stated above, no attempt is made to enumerate all projects under study by the Port Authority at the present time. The Port Authority is presently participating in evaluating certain projects or facilities under study with appropriate government officials and agencies in both States. In order for the Port Authority to undertake certain additional projects or facilities under study, in addition to authorization by the Board of

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Commissioners, appropriate legislation may be required and such projects could, if undertaken, involve capital expenditures by the Port Authority. Furthermore, in the case of additional facilities, no Port Authority capital funds are committed to capital projects without appropriate certifications and authorizations.

The Fund for Regional Development Buy-Out Obligation

In 1983, the Fund for Regional Development was established to sublease space in the World Trade Center previously held by the State of New York as tenant. The agreement among the States of New York and New Jersey and the Port Authority, which established the Fund for Regional Development, provided that net revenues from the subleasing of such space were to be accumulated subject to disbursements to be made upon the concurrence of the Governors of the States of New York and New Jersey. The assets, liabilities, revenues, expenses and reserves of the Fund for Regional Development were not consolidated with those of the Port Authority. In 1990, the Port Authority and the States of New York and New Jersey agreed to terminate the Fund for Regional Development. In consideration of the transfer of the interest of the Fund for Regional Development in such subleased space in the World Trade Center, the Port Authority agreed to make a series of 59 semiannual payments to the States of New York and New Jersey beginning in March 1992 and ending in March 2021 (see also Note D (Outstanding Financing Obligations)-subsubsection E (Fund for Regional Development Buy-Out Obligation) in Appendix A hereto). Such payments were payable in the same manner and out of the same revenues as operating expenses of the Port Authority. Pursuant to the terms of such 1990 agreement, effective March 1, 2004, the State of New York and the Empire State Development Corporation entered into an agreement providing, among other things, for the assignment to the Empire State Development Corporation of all rights to the March 1, 2004 payment and all subsequent semiannual payments to be made to the State of New York under such 1990 agreement. The cost to the Port Authority in connection with the termination of the Fund for Regional Development was approximately \$430,500,000, which included the net present value of the payments to the States of New York and New Jersey of \$326,000,000, the assumption of the Fund for Regional Development's net liabilities of \$101,000,000 and additional liabilities of \$3,500,000 to the State of New York as a result of the termination agreement. As of March 2021, this Fund for Regional Development Buy-Out Obligation is no longer outstanding.

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Information on Capital Investment in Certain Port Authority Facilities

	Net Book Value at Dec. 31, 2024	Capital Investment ^(a)	Depreciation	Dispositions	Net Book Value at Sep. 30, 2025
			(In thousands)		
INTERSTATE TRANSPORTATION NETWORK					
George Washington Bridge & Bus Station	\$ 1,968,433	\$ 147,847	\$ 54,820	\$ -	\$ 2,061,460
Holland Tunnel	701,301	24,979	21,867	-	704,413
Lincoln Tunnel	1,849,353	48,093	71,541	-	1,825,905
Bayonne Bridge	1,441,982	4,226	25,624	-	1,420,584
Goethals Bridge	1,386,118	3,026	33,352	-	1,355,792
Outerbridge Crossing	110,167	2,466	5,164	-	107,469
Port Authority Bus Terminal	727,209	305,741	25,023	-	1,007,927
Subtotal - Tunnels, Bridges & Terminals	8,184,563	536,378	237,391	-	8,483,550
PATH					
PATH	3,799,725	234,931	137,400	-	3,897,256
WTC Transportation HUB	3,060,449	2,195	60,716	-	3,001,928
Journal Square Transportation Center	73,290	11,113	3,135	-	81,268
Hudson Tunnel Project ^(c)	69,871	36,702	3,743	-	102,830
Subtotal - PATH	7,003,335	284,941	204,994	-	7,083,282
Ferry Transportation	63,755	-	2,874	-	60,881
Access to the Region's Core ("ARC")	30,227	-	-	-	30,227
Moynihan Station Transportation Program	79,128	-	7,500	-	71,628
Total Interstate Transportation Network	15,361,008	821,319	452,759	-	15,729,568
AVIATION ^(b)					
LaGuardia ^(d)	3,805,259	57,533	162,022	-	3,700,770
JFK International	4,581,858	676,576	153,196	-	5,105,238
Newark Liberty International	4,805,537	480,942	187,456	-	5,099,023
Teterboro	201,560	11,003	10,756	-	201,807
New York Stewart International	116,605	948	6,841	-	110,712
Total Aviation	13,510,819	1,227,002	520,271	-	14,217,550
PORT					
Port Newark	732,616	40,005	23,976	-	748,645
Elizabeth Port Authority Marine Terminal	850,589	18,421	13,774	-	855,236
Brooklyn Port Authority Marine Terminal / Red Hook Terminal	65,341	-	5,421	-	59,920
Howland Hook Marine Terminal	405,981	475	7,631	-	398,825
Greenville Yard Port Authority Marine Terminal / NY NJ Rail LLC	182,426	669	5,080	-	178,015
Port Jersey-Port Authority Marine Terminal	468,936	4,349	11,888	-	461,397
Total Port	2,705,889	63,919	67,770	-	2,702,038
DEVELOPMENT					
Essex County Resource Recovery Facility	5,805	-	-	-	5,805
Industrial Park at Elizabeth	3,791	-	187	-	3,604
Queens West Waterfront Development	79,652	-	424	-	79,228
Hoboken South Waterfront Development	47,510	-	737	-	46,773
Total Development	136,758	-	1,348	-	135,410
WORLD TRADE CENTER					
WTC Campus ^(e)	3,762,620	29,593	87,257	-	3,704,956
One World Trade Center	2,765,784	8,592	96,476	-	2,677,900
WTC Towers 2, 3 & 4 ^(d)	2,423,021	-	59,094	-	2,363,927
WTC Retail	1,541,042	3,075	34,756	-	1,509,361
Total World Trade Center	10,492,467	41,260	277,583	-	10,256,144
TOTAL ^(f)	\$ 42,206,941	\$ 2,153,500	\$ 1,319,731	\$ -	\$ 43,040,710
REGIONAL FACILITIES & PROGRAMS	\$ 4,967	\$ -	\$ 4,824	\$ -	\$ 143

^(a) Capital investment includes contributed capital amounts and is reduced by capital write-offs.

^(b) Facility capital investment amounts include projects funded with Passenger Facility Charges.

^(c) Capital investment includes campus-wide infrastructure primarily related to utilities, roadways, WTC Memorial, WTC Vehicular Security Center and the WTC Chiller Plant.

^(d) Includes WTC net lessee required capital contributions related to the construction of WTC Towers 2, 3 and 4.

^(e) Includes amounts previously reported as Gateway Early Work Program.

^(f) Includes amounts related to the LGA Terminal B landlord leasehold investment.

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**Significant Capital Projects
(as of September 30, 2025)*
(Dollars in Millions)**

<u>Facility</u>	<u>Project Name</u>	<u>Current Authorization/ Reauthorization</u>	<u>Sept-25 Total Expended</u>
AVIATION			
JFK	JFK Redevelopment	03/2023	\$2,383.4
JFK	Rehabilitation of Taxiways A & B East & South	11/2019	40.0
JFK	Rehabilitation of Taxiway Y	09/2025	1.2
JFK	Rehabilitation of Taxiways Z, H, & G	07/2024	2.9
JFK	Replacement of Bergen & Van Wyck Electrical Substations & Switchgears at Central Substation	03/2019	120.7
JFK	Replacement of Farmers Substation	02/2020	11.7
JFK/LGA	JFK Installation of Ground-Based Augmentation Systems & LGA Support for Base Augmentation	11/2024	17.6
LGA	Redevelopment of Terminals C & D	07/2016	517.1
LGA	LGA Ground Access Program	06/2023	50.4
EWR	New AirTrain Newark	12/2023	701.1
EWR	AirTrain Newark Rail Link Station, At-Grade & Elevated Access - Planning	03/2024	56.2
EWR	EWR Redevelopment of Terminal B - Planning	10/2024	4.1
INTERSTATE TRANSPORTATION NETWORK			
HT	Latent Salt Damage Repairs & Mitigation Program	02/2018	\$274.0
LT	Replacement of Helix – Planning**	06/2019	41.7
LT	Helix Rehabilitation	06/2025	3.0
LT	Customer Experience Enhancements at 30th Street	02/2023	1.5
HT/LT/GWB	Implementation of Cashless Tolling	07/2019	236.1
GWB	Restoring the George Program - Replacement of Suspender Ropes	03/2014	811.8
GWB	Restoring the George Program - Rehabilitation of Center Ave & Lemoine Ave Bridge	03/2023	90.8
GWB	Restoring the George Program - Rehabilitation of Main Span Upper-Level Structural Steel - Phase II	04/2017	114.4
GWB	Restoring the George Program - Rehabilitation of Lower-Level Structural Steel	09/2019	104.2
GWB	Rehabilitation of 178th & 179th Street Ramps, Bus Ramps, & Bus Turnaround	02/2012	199.7
MBTR	Midtown Bus Terminal Replacement Program	06/2025	604.4
PATH	C-Yard Vehicle Storage Facility & Additional Track	10/2019	41.8
PATH	Overhaul Program for PA-5 Railcars***	12/2017	71.2
PATH	Expansion of Railcar Fleet	06/2018	201.5
PATH	Replacement of Substation #14	06/2019	93.9
PATH	Restoration of Hoboken, Newport, Exchange Place & Grove Street Stations	09/2018	111.7
PATH	Replacement of Substation #2	07/2022	209.2
PATH	Fare Collection System Replacement	11/2021	64.3
PATH	Railcar & Track State of Good Repair Program	11/2023	142.9

* See footnote (*) to this chart.

(Significant Capital Projects as of September 30, 2025 continued on next page)

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<u>Facility</u>	<u>Project Name</u>	<u>Current Authorization/ Reauthorization</u>	<u>Sept-25 Total Expended</u>
PORT			
PN	Rehabilitation of Port Street Capacity & Corbin Street Ramps	04/2023	\$116.7
PN	Replacement of Berths 10 & 12 at Port Newark	07/2024	3.7
PJPAMT	Rehabilitation of Berths E-1 & E-2	11/2022	41.5
PN/PJPAMT	Rehabilitation of Fire Protection Systems	05/2023	6.2
Port – MFC	Priority Marine Facility Rehabilitation Program	11/2023	19.0
WORLD TRADE CENTER			
WTC	WTC River Water Pump Station Upgrade	12/2022	\$46.3
WTC	Construction of West Bath tub Vehicular Access	12/2023	249.3

Explanation of Facility Abbreviations:

BB	Bayonne Bridge	LGA	LaGuardia Airport
EPAMT	Elizabeth — Port Authority Marine Terminal	LT	Lincoln Tunnel
EWR	Newark Liberty International Airport	OBX	Outerbridge Crossing
GB	Goethals Bridge	PATH	The Hudson Tubes Facility
GPAMT	Greenville Yard — Port Authority Marine Terminal	MBTR	Midtown Bus Terminal Replacement
GWB	George Washington Bridge	PJPAMT	Port Jersey—Port Authority Marine Terminal
HCMF	Harrison Car Maintenance Facility	PN	Port Newark
HH	Howland Hook	SWF	Stewart International Airport
HT	Holland Tunnel	TEB	Teterboro Airport
JFK	John F. Kennedy International Airport	WTC-HUB	WTC Transportation Hub
WTC	World Trade Center	Port - MFC	Port Multiple Facilities

* Construction costs in connection with Port Authority facilities are subject, among other items, to the effects of national and regional economic conditions and the nature of governmental regulations with respect to transportation, security, commerce, energy, and environmental permits and approvals and environmental impact analyses. Additionally, resolution of environmental matters and associated proceedings which arise during the course of construction, including those pertaining to channel improvements and dredging, the costs for which are not presently quantifiable, may result in substantial delays in such construction and may give rise to substantially increased costs to the Port Authority.

** Project has been suspended as of September 30, 2025.

*** Project is substantially complete as of September 30, 2025.

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SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Consolidated Bonds

References to Consolidated Bonds herein are equally applicable to and include Consolidated Notes.

On October 9, 1952, the Port Authority adopted the Consolidated Bond Resolution establishing the issue of Consolidated Bonds. A copy of the Consolidated Bond Resolution is set forth at “*Consolidated Bond Resolution*” in this Section III. Each series of Consolidated Bonds is issued pursuant to the Consolidated Bond Resolution. The resolutions pertaining to the establishment and the authorization of the issuance of, and the authorization of the sale of, the Bonds are set forth at “*Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated Bonds – 2026*” in Section VI hereof. Each of such resolutions must be studied for a precise understanding of its provisions.

Establishment and Issuance

Consolidated Bonds are direct and general obligations of the Port Authority and the full faith and credit of the Port Authority are pledged to the payment of debt service thereon.

Consolidated Bonds may be issued from time to time in such series and installments (in addition to the Bonds) as the Port Authority may determine, but only for purposes for which the Port Authority is authorized by law to issue bonds secured by a pledge of its General Reserve Fund. So long as Consolidated Bonds presently outstanding are outstanding, Consolidated Bonds may be issued for purposes in connection with additional facilities (in addition to those for which the Port Authority has already issued bonds secured by a pledge of the General Reserve Fund) only if the Port Authority has first certified its opinion that such issuance will not, among other things, materially impair its ability to fulfill its undertakings to the holders of Consolidated Bonds.

The Port Authority may not issue any Consolidated Bonds (except such Consolidated Bonds issued to refund other Consolidated Bonds) except under one or another of three conditions, each of which requires that a certain future calendar year’s debt service is met at least one and three-tenths (1.3) times by certain revenues. The method of computation of revenues and debt service and of the application of the conditions is set forth in Section 3 of the Consolidated Bond Resolution.

Security

All Consolidated Bonds, including any which may hereafter be issued, are equally and ratably secured by a pledge of the net revenues (as defined in the Consolidated Bond Resolution) of all existing facilities of the Port Authority and any additional facility which may hereafter be financed in whole or in part through the medium of Consolidated Bonds, in the manner and to the extent provided in Sections 4 and 5 of the Consolidated Bond Resolution. The prior liens and pledges with respect to certain of such net revenues in favor of General and Refunding, Air Terminal and Marine Terminal Bonds of the Port Authority referred to in Sections 4 and 5 of the Consolidated Bond Resolution have been satisfied.

All Consolidated Bonds are further secured by a pledge of the moneys in the Consolidated Bond Reserve Fund established by Section 7 of the Consolidated Bond Resolution, in the manner and to the extent

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

set forth in said section, and by a pledge of the General Reserve Fund on an equal footing with other obligations of the Port Authority secured by a pledge of the General Reserve Fund, in the manner and to the extent provided in Section 6 of the Consolidated Bond Resolution.

Consolidated Bond Reserve Fund

A special fund is created by Section 7 of the Consolidated Bond Resolution as additional security for all Consolidated Bonds. Into this fund is to be paid the balance remaining of all net revenues (as defined in the Consolidated Bond Resolution), after deducting payment of debt service upon all Consolidated Bonds and such amounts as may be required to maintain the General Reserve Fund at its statutory amount. Consolidated Bonds have a first lien upon the net revenues (as defined in the Consolidated Bond Resolution) of all existing facilities of the Port Authority and any additional facility financed by Consolidated Bonds. The prior liens and pledges with respect to certain of such net revenues in favor of General and Refunding, Air Terminal and Marine Terminal Bonds of the Port Authority referred to in Sections 4 and 5 of the Consolidated Bond Resolution have been satisfied.

The moneys in the Consolidated Bond Reserve Fund may be accumulated or applied only to the purposes stated in Section 7 of the Consolidated Bond Resolution, which include the payment of debt service and retirement of Consolidated Bonds (with certain limitations) and certain other purposes. Such other purposes, so long as Consolidated Bonds presently outstanding are outstanding, must be related to bonds or notes secured by a pledge of the General Reserve Fund or facilities financed by such bonds or notes, but not necessarily related to Consolidated Bonds or facilities the net revenues of which are pledged in support of Consolidated Bonds. Moneys in the Consolidated Bond Reserve Fund are available for such other purposes, which include application to the payment of debt service on Versatile Structure Obligations, Commercial Paper Obligations, Institutional Loans and Variable Rate Master Notes.

No representation is made as to the future payments to be made from the Consolidated Bond Reserve Fund; however, the Consolidated Bond Reserve Fund is not available to pay debt service on Special Project Bonds.

Amortization

The manner and rate of retirement of each such series of Consolidated Bonds is specified in or pursuant to the resolution establishing such series.

If a series of Consolidated Bonds is to be issued for refunding purposes, and cannot be issued so as to meet one or another of the conditions of debt service coverage by net revenues set forth in Section 3 of the Consolidated Bond Resolution, the series resolution must specify the principal amount thereof to be retired during each year of the term of such series commencing not later than the eleventh anniversary of the series. Furthermore, in each such case, the schedule of retirement must be so arranged that the annual debt service during the term of retirement shall be level on one or another of three bases set forth in Section 8 of the Consolidated Bond Resolution, with ten percent (10%) variations permitted between the amounts of debt service for any two years in the schedule.

Except for series described in the preceding paragraph, there is no limitation on the Port Authority's power to arrange retirement of any series of Consolidated Bonds in any manner or amount at or before maturity except insofar as it may be necessary to arrange future debt service on such series in such a manner as to meet one or another of the conditions of debt service coverage by net revenues set forth in Section 3 of the Consolidated Bond Resolution.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Modifications

The Port Authority may from time to time and at any time, without authorization, consent or other action by any of the holders of Consolidated Bonds, modify or amend the Consolidated Bond Resolution, or any other resolution relating to Consolidated Bonds, but only for the purpose of curing any ambiguity or of curing or correcting any defective or inconsistent provision, or for any other purpose not inconsistent with the Consolidated Bond Resolution or with any other resolution relating to Consolidated Bonds; provided, that no such amendment shall alter or impair the obligation of the Port Authority, which is absolute and unconditional, to pay the principal and interest of any bond at the time and place and at the rate or amount and in the medium of payment prescribed therein, or shall alter or impair the security of any bond, or otherwise alter or impair any rights of any bondholder.

In addition, any of the terms or provisions of the Consolidated Bond Resolution (or of any resolution amendatory thereof or supplemental thereto) may be amended, repealed or modified in the manner set forth in Section 16 of the Consolidated Bond Resolution, for the purpose of modifying or amending in any particular any of the terms or provisions (including, without limiting the generality of the foregoing, any provisions regarding amortization and retirement) of any of the Consolidated Bonds or of any of the coupons pertaining thereto; provided, that no such amendment, repeal or modification shall alter or impair the obligation of the Port Authority, which is absolute and unconditional, to pay the principal and interest of any Consolidated Bond at the time and place and at the rate or amount and in the medium of payment prescribed therein, without the express consent of the holder of such bond.

General Reserve Fund

Statutory Authorization and Establishment

The General Reserve Fund was established pursuant to Chapter 5 of the Laws of New Jersey of 1931 and Chapter 48 of the Laws of New York of 1931, which have been amended and supplemented. The resolutions of the Board of Commissioners pertaining to the establishment of the General Reserve Fund (see “*Resolution Establishing General Reserve Fund*” in this Section III), the establishment of the issue of Consolidated Bonds (see “*Consolidated Bond Resolution*” in this Section III) and the establishment and authorization of the issuance of the Bonds (see “*Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated Bonds – 2026*” in Section VI hereof), constitute the entire agreement between the Port Authority and registered holders of the Bonds, including with respect to the General Reserve Fund; and the statutes relating to the General Reserve Fund and such resolutions govern the rights of such holders with respect to the purposes for which moneys in the General Reserve Fund may be applied and the limitations upon investment of such moneys.

Under the statutes authorizing the establishment and pledge of the General Reserve Fund (“*General Reserve Fund Statutes*”), in all cases where the Port Authority has raised or may raise moneys to finance or refinance its facilities by the issue and sale of bonds legal for investment, as limited and defined in the applicable statutes, the surplus revenues, as defined therein, from such facilities are required to be pooled by the Port Authority and applied to the establishment and maintenance of a General Reserve Fund in an amount equal to ten percent (10%) of the par value of all such outstanding bonds legal for investment, as so defined. The outstanding bonds and notes of the Port Authority, other than Port Authority Equipment Notes, Commercial Paper Obligations and Variable Rate Master Notes issued for certain purposes, are bonds legal for investment within the statutory definitions; also, all of the Port Authority’s existing facilities have been financed in whole or in part by bonds legal for investment within the meaning of the General Reserve Fund Statutes. The Port Authority currently takes into account all outstanding bonds and notes in determining the funding of the General Reserve Fund.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Purposes for Which the Fund is Available

The General Reserve Fund Statutes permit the General Reserve Fund to be pledged in whole or in part by the Port Authority or applied by it to the repayment with interest of any moneys raised upon any such bonds legal for investment, and permit the Port Authority to apply such moneys in the General Reserve Fund to the fulfillment of any other undertakings assumed to or for the benefit of the holders of any such bonds.

Under the aforesaid agreement between the Port Authority and the registered holders of the Bonds, the Port Authority's power to use and invest the moneys in the General Reserve Fund at any time is curtailed within narrower limits than the maximum which the statutes permit. Application of the General Reserve Fund is by such agreement restricted to purposes in connection with bonds secured by a pledge of the General Reserve Fund, and except to the extent that the combined balances in certain debt reserve funds of the Port Authority (currently the General Reserve Fund and the Consolidated Bond Reserve Fund) may at the time exceed the amount necessary to meet the next two (2) years' debt service (computed as set forth in Section 6 of the Consolidated Bond Resolution) on all bonds then outstanding which are secured by a pledge of the General Reserve Fund, the Port Authority covenants (subject to certain prior pledges in connection with General and Refunding, Air Terminal and Marine Terminal Bonds, the debt service requirements on which the Port Authority has fully satisfied, when due, as scheduled) that General Reserve Fund moneys may not be used for any purpose if at the time there are any other moneys of the Port Authority available for that purpose and may not be used for the prepayment of debt service before due, and must be held in the form of cash or in obligations of (or guaranteed by) the United States. The Port Authority currently meets the two years' debt service test as described above.

Bonds Secured by Pledge of the General Reserve Fund

At the present time, the General Reserve Fund is pledged in support of all outstanding Consolidated Bonds and all Consolidated Bonds now or hereafter issued. The General Reserve Fund is not available to pay debt service on Special Project Bonds, Versatile Structure Obligations, Institutional Loans, Commercial Paper Obligations or Variable Rate Master Notes.

In connection with the pledge of the General Reserve Fund made in support of Consolidated Bonds, as aforesaid, the Port Authority has reserved the right to pledge the General Reserve Fund as security for any bonds, notes or other evidences of indebtedness whatsoever hereafter issued by the Port Authority as security for which it may at the time be authorized by law to pledge the General Reserve Fund and to use the moneys in the General Reserve Fund to fulfill any of its undertakings in connection with bonds, notes or other evidences of indebtedness secured by a pledge of the General Reserve Fund, except that the General Reserve Fund may not so long as Consolidated Bonds presently outstanding are outstanding be pledged in support of bonds or notes to be issued in connection with any additional facility (in connection with which the Port Authority has not previously issued bonds secured by such pledge) unless the Port Authority has first certified its opinion that such pledge will not, among other things, materially impair its ability to fulfill its undertakings to the holders of Consolidated Bonds.

All Consolidated Bonds are secured by a pledge of the General Reserve Fund on an equal footing and the Consolidated Bond Resolution provides that no greater rights in or to the General Reserve Fund may hereafter be granted to the holders of any other obligations than are now granted to the holders of the bonds issued pursuant to the Consolidated Bond Resolution.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Sources of Payments into the Fund

The surplus revenues of all facilities of the Port Authority are payable into the General Reserve Fund to the extent required by the General Reserve Fund Statutes. Certain of the facilities of the Port Authority operate at a deficit or do not generate surplus revenue.

Size of the Fund

The statutory amount of the General Reserve Fund, to the establishment and maintenance of which the Port Authority is required to apply the surplus revenues of its facilities financed or refinanced by bonds legal for investment, as defined in the General Reserve Fund Statutes, is ten percent (10%) of the par value of such bonds currently outstanding. The statutory amount has varied with the issuance and retirement of the various bonds upon the par value of which it is calculated. Through calendar year 2003, as of the close of each calendar year, the Port Authority determined such amount and applied any surplus revenues available therefor, to the extent required, to maintain the General Reserve Fund at its then statutory amount. Commencing in 2004, the Port Authority determined the statutory amount of the General Reserve Fund at the close of each calendar quarter and in 2006, in connection with monthly closings of the Port Authority's financial accounts the Port Authority began determining the statutory amount to the General Reserve Fund at the close of each calendar month, applying any surplus revenues available at such time, to the extent required, to maintain the General Reserve Fund at its then statutory amount, subject to reconciliation at the close of the calendar year.

On December 31, 1946, the statutory amount was \$18,932,900 and payments into the General Reserve Fund on that date brought its balance up to that amount. On each December 31 thereafter, the General Reserve Fund was maintained at not less than its then statutory amount. The statutory amount required to be in the General Reserve Fund as of September 30, 2025 was \$2,633,579,315.

Anticipated Payments from the Fund

The Port Authority anticipates that certain payments will be made out of the General Reserve Fund from time to time to fulfill undertakings assumed to or for the benefit of the holders of bonds in support of which the General Reserve Fund has been pledged. As noted at "*Purposes for Which the Fund is Available*," the General Reserve Fund is applicable, if necessary, to fulfill undertakings assumed to or for the benefit of the holders of bonds of the Port Authority legal for investment, including those undertakings incurred by the Port Authority in connection with the existing facilities of the Port Authority. No representation is made as to the future payments to be made from the General Reserve Fund. The General Reserve Fund is not available to pay debt service on Special Project Bonds, Versatile Structure Obligations, Institutional Loans, Commercial Paper Obligations or Variable Rate Master Notes.

Rate Powers and Covenants

As a result of legislation contained in Chapter 47 of the Laws of New York of 1931 and Chapter 4 of the Laws of New Jersey of 1931; in Chapter 802 of the Laws of New York of 1947 and Chapter 43 of the Laws of New Jersey of 1947; in Chapter 209 of the Laws of New York of 1962 and Chapter 8 of the Laws of New Jersey of 1962; and in Chapter 651 of the Laws of New York of 1978 and Chapter 110 of the Laws of New Jersey of 1978, the two States covenanted with each other and with the holders of any bonds of the Port Authority which may be secured by its General Reserve Fund (including Consolidated Bonds) that the two States will not diminish or impair the power of the Port Authority to establish, levy and collect tolls, rents, fares, fees or other charges in connection with any facility owned or operated by the Port Authority, the revenues of which shall have been pledged in whole or in part as security for such bonds. All present

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

facilities of the Port Authority and the charges therefor are covered by these statutory covenants, so long as such bonds remain outstanding.

Under the 1962 and 1978 statutes, the States also have covenanted that they will not diminish or impair the Port Authority's power to determine the quantity, quality, frequency or nature of the service provided in connection with each such facility.

The Port Authority has covenanted with the holders of Consolidated Bonds to establish charges in connection with facilities the net revenues (as defined in the Consolidated Bond Resolution) of which are pledged as security for such bonds (all present Port Authority facilities) to the end that at least sufficient net revenues may be produced therefrom to provide for the debt service on all Consolidated Bonds, and in the event that such net revenues are insufficient to provide for the debt service on Consolidated Bonds, to make good any deficiency out of the General Reserve Fund or other available revenues, moneys or funds and for that purpose to establish charges in connection with facilities the surplus revenues of which are payable into the General Reserve Fund, which include all present Port Authority facilities, to the end that combined surplus revenues may be produced therefrom at least sufficient to cover debt service on Consolidated Bonds.

Port Authority Equipment Notes

On June 10, 1993, the Port Authority established an issue of special obligations known as Port Authority Equipment Notes. The Port Authority's equipment notes program presently provides, as a result of the November 18, 1999 modification, for the issuance of Port Authority Equipment Notes under agreements to be entered into with selected purchasers, in an aggregate principal amount at any one time outstanding not in excess of \$250,000,000. Each series of Port Authority Equipment Notes is issued pursuant to the Port Authority Equipment Note Resolution.

The payment of the principal of and interest on Port Authority Equipment Notes shall be a special obligation of the Port Authority payable from the proceeds of obligations of the Port Authority issued for such purposes or from the same revenues and in the same manner as operating expenses of the Port Authority.

Proceeds of Port Authority Equipment Notes are authorized, subject to allocation to some but not all of the following purposes, to be used in connection with the purchase of Equipment (as defined in the Port Authority Equipment Note Resolution) by the Port Authority, to refund obligations issued by the Port Authority in connection with the purchase of Equipment and/or for incidental purposes, including certain costs of, and relating to, such Port Authority Equipment Notes.

Special Project Bonds

On June 9, 1983, the Port Authority established an issue of special limited obligations known as Special Project Bonds. Each series of Special Project Bonds is issued pursuant to the Special Project Bond Resolution.

Neither the full faith and credit of the Port Authority nor the General Reserve Fund or the Consolidated Bond Reserve Fund are pledged to the payment of interest on or the repayment of the principal of Special Project Bonds, which are underlying mortgage bonds within the meaning of the Consolidated Bond Resolution. Each series of Special Project Bonds is to be secured solely by a mortgage by the Port Authority, in favor of the holders of such bonds, of facility rental as set forth in a lease with respect to the project to be provided with the proceeds of such bonds, by a mortgage by the applicable lessee, in favor of

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

the holders of such bonds, of the lessee's leasehold interests under the lease with respect to such project and by a security interest granted by the applicable lessee to the Port Authority and mortgaged by the Port Authority, in favor of the holders of such bonds, in certain items of the lessee's personalty to be located at such project, and such other security in addition to the foregoing as may be required by the Port Authority from time to time as appropriate to the particular project.

Special Project Bonds of any particular series may be issued only for the purpose of providing a single project for a lessee or for the purpose of refunding all or any part of a prior series of Special Project Bonds or a combination of such purposes. Each series of Special Project Bonds is to be issued under a separate resolution and may be issued in one or more installments as the Port Authority may determine.

There are currently no series of Special Project Bonds outstanding.

Versatile Structure Obligations

On June 11, 1992, the Port Authority established an issue of special obligations known as Port Authority Versatile Structure Obligations. The Port Authority's versatile structure obligations program, presently provides, as a result of the November 18, 1999 modification, for the sale of such obligations, from time to time, in one or more series. Each series of Versatile Structure Obligations is issued pursuant to the Port Authority Versatile Structure Obligations Resolution.

The payment of the principal of and interest on Versatile Structure Obligations shall be a special obligation of the Port Authority payable from the proceeds of obligations of the Port Authority issued for such purposes, including Consolidated Bonds issued in whole or in part for such purposes or from net revenues as defined for purposes of Versatile Structure Obligations, deposited to the Consolidated Bond Reserve Fund, and, in the event such proceeds or net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. For purposes of Versatile Structure Obligations, "net revenues" are defined, with respect to any date of calculation, as the revenues of the Port Authority pledged under the Consolidated Bond Resolution and remaining after (i) payment or provision for payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution.

Payment of the principal of and interest on Versatile Structure Obligations is subject in all respects to the payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution and to the payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes. Versatile Structure Obligations, and the interest thereon, are not secured by or payable from the General Reserve Fund.

Proceeds of Versatile Structure Obligations are authorized, subject to allocation to some but not all of the following purposes, to be used (a) for purposes of, or with respect to the financing of, capital expenditures in connection with any one or more of the facilities of the Port Authority, provided, that subject to agreements with the holders of obligations of the Port Authority, all or any portion of the unspent proceeds of a series of Versatile Structure Obligations may be allocated to any purpose for which at the time of issuance of such series the Port Authority is authorized by law to issue its obligations, including for purposes of, or with respect to the financing of, capital expenditures in connection with additional facilities of the Port Authority certified or to be certified after issuance of such series, (b) for purposes of refunding, directly, by offers to exchange, or otherwise, all or any part of any bonds, notes or other obligations of the

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Port Authority, and (c) for certain incidental purposes, including certain costs of, and relating to, such Versatile Structure Obligations.

The Port Authority shall not issue new Versatile Structure Obligations, for purposes other than to refund outstanding bonds, notes or other obligations of the Port Authority (other than Commercial Paper Obligations and Variable Rate Master Notes), if at the time of issuance of such new Versatile Structure Obligations, either: (a) the total principal amount of all bonds, notes or other obligations of the Port Authority outstanding as of such time of issuance, including the new Versatile Structure Obligations and excluding Consolidated Bonds, Special Project Bonds, Commercial Paper Obligations and Port Authority Equipment Notes, exceeds twenty-five percent (25%) of the total principal amount of all bonds, notes and other obligations of the Port Authority outstanding as of such time of issuance, including the new Versatile Structure Obligations and excluding Special Project Bonds, Commercial Paper Obligations and Port Authority Equipment Notes; or (b) net revenues (computed as hereinafter set forth) of the Port Authority for any period of twelve (12) consecutive months during the thirty-six (36) month period preceding such time of issuance shall not have amounted to at least one and fifteen one-hundredths (1.15) times the prospective debt service (computed as hereinafter set forth) for the calendar year after such time of issuance, for which the combined debt service (so computed) upon all obligations outstanding as of such time of issuance which are secured by or payable from net revenues, including the new Versatile Structure Obligations and excluding Commercial Paper Obligations, would be at a maximum. In calculating such prospective debt service there may, at the Port Authority's option, be substituted for the actual prospective interest payable on any of such obligations secured by or payable from net revenues of the Port Authority, including the new Versatile Structure Obligations, prospective interest on any of such obligations, as follows: in the event that any of such obligations (i) bears interest at a fixed interest rate and has a remaining term to maturity of less than three (3) years from such time of issuance, then the interest rate on such obligation shall be deemed to be the higher of the interest rate on such obligation as of such time of issuance and the interest rate on the most recent series of Port Authority obligations with a term to maturity of at least thirty (30) years, or (ii) bears interest on the basis of an interest payment schedule providing for payments less frequently than annually, then the interest rate on such obligation shall be deemed to be the interest rate equal to the yield to maturity of such obligation as of such time of issuance, or (iii) bears interest at a variable interest rate, then the interest rate on such obligation shall be deemed to be the higher of the rate as published in the Revenue Bond Index of *The Bond Buyer* in effect as of such time of issuance (and in the event such Revenue Bond Index is not published as of such time of issuance, then such rate determined on the basis of a comparable index selected in the sole discretion of the Committee on Finance of the Board of Commissioners) and the average interest rate on such obligation for the twelve (12) calendar months preceding such time of issuance (and in the event such obligation has not been outstanding for a full twelve (12) calendar months preceding such time of issuance, then such average interest rate determined on the basis of the period of time during which such obligation has been outstanding), or (iv) is associated with an interest rate exchange contract, then the interest rate on such obligation shall be deemed to be the effective interest rate for such obligation determined by reference to such interest rate exchange contract, or (v) is convertible from one interest rate mode to another, then the interest rate on such obligation shall be deemed to be the interest rate in effect as of such time of issuance. In addition, in calculating such prospective debt service, in the event that any of such obligations secured by or payable from net revenues of the Port Authority, including the new Versatile Structure Obligations, has (i) a term to maturity from such time of issuance of less than three (3) years or (ii) no stated periodic repayment schedule, there may at the Port Authority's option be substituted for the actual prospective debt service upon any of such obligations, the debt service which would be payable if such obligation was forthwith refunded by a series of Versatile Structure Obligations having the following characteristics: maturity — thirty (30) years from the time of issuance of the new Versatile Structure Obligations; interest — at the rate of interest determined in accordance with the provisions of the immediately preceding sentence and payable semiannually beginning six (6) months from such time of issuance; amortization — in such annual amounts as would be

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

required to retire the principal amount of such obligation by the thirtieth anniversary of such time of issuance if such annual retirement were effected at par at each anniversary of such time of issuance and if the annual debt service thereon would be equal for all years thereafter until the thirtieth anniversary of such time of issuance.

Net revenues (as defined in the Consolidated Bond Resolution) for purposes of the above calculation may include in the case of fare and tolls increases adopted by the Port Authority which have not yet been put into effect or have not been in effect for a full year, the additional net revenues estimated by the Port Authority to be derived annually from such increases.

Additionally, net revenues (as defined in the Consolidated Bond Resolution) for purposes of the above calculation may also include, in the case of facilities (including additions or improvements to facilities) which have not been in operation, in each case during the entire period of the twelve (12) consecutive months selected for the purposes of such calculation (including facilities under construction as of such time of issuance of the new Versatile Structure Obligations or which are to be acquired, established or constructed by the Port Authority), the average annual net revenues which the Port Authority estimates will be derived from each of such facilities during the first thirty-six (36) months of operation thereof after such time of issuance; provided, however, that debt service on all additional obligations estimated to be issued to complete such facilities prior to the date any such facilities (including the addition or improvement thereto) become fully operational, is included in calculation of prospective debt service; and provided, further that the amount of any net revenues attributable to estimates described in this paragraph shall in no event exceed twenty-five percent (25%) of the net revenues of the Port Authority including any net revenues attributable to estimates of fare and tolls increases as aforesaid.

In the event that the new Versatile Structure Obligations are issued solely for the purpose of refunding bonds, notes or other obligations of the Port Authority (other than Commercial Paper Obligations and Variable Rate Master Notes), then no calculations shall be required. In the event that the new Versatile Structure Obligations are issued in part for purposes of refunding bonds, notes or other obligations of the Port Authority (other than Commercial Paper Obligations and Variable Rate Master Notes), then no calculations shall be required to include the principal amount of such new Versatile Structure Obligations allocated to refunding bonds, notes or other obligations of the Port Authority (other than Commercial Paper Obligations and Variable Rate Master Notes) or the prospective debt service associated therewith.

Commercial Paper Obligations

On September 9, 1982, the Port Authority established an issue of special obligations now known as Port Authority Commercial Paper Obligations. The Port Authority's commercial paper program presently provides for Commercial Paper Obligations to be issued in three separate series known as Series A, Series B and Series C. Port Authority Commercial Paper Obligations are currently issued under the resolution of the Board of Commissioners adopted on December 18, 2025, which authorizes their issuance through December 31, 2030.

Under the December 18, 2025 resolution, the total aggregate principal amount of all Port Authority Commercial Paper Obligations outstanding at any one time may not exceed \$750,000,000. Pursuant to the resolution adopted on November 17, 2022 pertaining to the Special Obligation Institutional Loan Program, the Port Authority established a limit on the total amount of obligations that may be outstanding at any one time under the Special Obligations Institutional Loan Program, taking into account the amount of Commercial Paper Obligations outstanding at the time of calculation (see "Special Obligation Institutional Loan Program", below).

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Proceeds of Commercial Paper Obligations of each series are authorized to be allocated to capital projects in connection with certain facilities of the Port Authority and for purposes of refunding certain obligations of the Port Authority.

The payment of the principal of and interest on Commercial Paper Obligations shall be a special obligation of the Port Authority payable from the proceeds of obligations of the Port Authority issued for such purposes, including Consolidated Bonds issued in whole or in part for such purposes or from net revenues as defined for purposes of Commercial Paper Obligations, deposited to the Consolidated Bond Reserve Fund, and, in the event such proceeds or net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. For purposes of Commercial Paper Obligations, “net revenues” are defined, with respect to any date of calculation, as the revenues of the Port Authority pledged under the Consolidated Bond Resolution and remaining after (i) payment or provision for payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution.

Payment of the principal of and interest on Commercial Paper Obligations is subject in all respects to the payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution and to the payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes. Commercial Paper Obligations, and the interest thereon, are not secured by or payable from the General Reserve Fund. Commercial Paper Obligations, and the interest thereon, are payable from the Consolidated Bond Reserve Fund. To increase the availability of sufficient liquidity for the Port Authority to pay the maturing principal amount of Series A Notes, Series B Notes and Series C Notes, and the interest due at maturity, the Port Authority may enter into liquidity facilities to support Commercial Paper Obligations.

Special Obligation Institutional Loan Program

On November 17, 2022, the Board of Commissioners adopted a resolution establishing the Special Obligation Institutional Loan Program, which provides for the issuance of alternative debt instruments to borrow funds from financial institutions (including banks) (a) when and so long as a line of credit or revolving credit facility (together with any loan deemed to have been entered into in the event of the failure to repay any drawing thereunder, a “Bank Line”) is determined by the Treasurer to be more efficient and cost effective than the Port Authority’s Commercial Paper Program in providing liquidity support for the Port Authority’s capital program and (b) when and so long as a term loan (“Bank Loan”), is determined by the Treasurer to be more efficient and cost effective than issuing a like amount of Consolidated Bonds. Any Bank Line would be limited to five years. No Bank Loan would have a term in excess of fifteen years and could bear interest at a fixed or variable rate (or either, from time to time, during the term.)

Under the November 17, 2022 resolution, the total maximum amount that may be outstanding at any time under the Special Obligation Institutional Loan Program is limited to \$1,250,000,000, calculated by adding the following items in existence at the time of calculation (without duplication): (i) the principal amount of outstanding Commercial Paper Notes; *plus* (ii) outstanding amounts under liquidity facilities pertaining to Commercial Paper Notes; *plus* (iii) outstanding amounts drawn under Bank Lines; *plus* (iv) the outstanding principal amount of any Bank Loans.

On January 20, 2023, the Port Authority entered into two separate revolving credit agreements, each establishing a Bank Line, for a combined total of \$750,000,000 available to draw thereunder, and used \$501 million on January 24, 2023, to refund the principal and interest of all outstanding Commercial Paper

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Obligations as of such date. On January 28, 2025 the Port Authority entered into a revolving credit Agreement to replace the revolving credit agreement that expired on January 31, 2025. The proceeds of any borrowing under the Special Obligation Institutional Loan Program are authorized to be allocated to the payment of expenses for, or investment in, facilities of the Port Authority or for purpose of refunding other obligations of the Port Authority.

The payment of the principal of and interest on any Bank Lines or Bank Loans (collectively, “Institutional Loans”) entered into under the Special Obligation Institutional Loan Program, and any fees, costs or expenses or other obligations due pursuant to an Institutional Loan shall be a special obligation of the Port Authority, and shall be payable from the proceeds of obligations of the Port Authority issued for such purposes, including Consolidated Bonds issued in whole or in part for such purposes, or from net revenues as defined for purposes of the Special Obligation Institutional Loan Program deposited to the Consolidated Bond Reserve Fund, and in the event such proceeds or net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. Such amounts shall not be payable from the General Reserve Fund, and the payment of such amounts shall be subject in all respects to (1) payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution and (2) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes. For purposes of the Special Obligation Institutional Loan Program, “net revenues” are defined, with respect to any date of calculation, as the revenues of the Port Authority pledged under the Consolidated Bond Resolution and remaining after (x) payment or provision for payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (y) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (z) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution. An Institutional Loan shall be secured through a pledge of assets of the Port Authority only to the extent permitted under the Consolidated Bond Resolution and applicable law.

Variable Rate Master Notes

On July 14, 1988, the Port Authority established an issue of special obligations now known as Port Authority Variable Rate Master Notes. The Port Authority’s variable rate master notes program presently provides, as a result of the November 18, 1999 modification, for the issuance of Variable Rate Master Notes under agreements to be entered into with selected banks, trust companies and financial institutions, in an aggregate principal amount, at any one time outstanding not in excess of \$400,000,000. Each series of Variable Rate Master Notes is issued pursuant to the Port Authority Variable Rate Master Note Resolution. The principal amount of each series of Variable Rate Master Notes presently outstanding is subject to prepayment at the option of the Port Authority or upon demand of the holders of the notes of such series.

The payment of the principal of and interest on Variable Rate Master Notes shall be a special obligation of the Port Authority payable from the proceeds of obligations of the Port Authority issued for such purposes, including Consolidated Bonds issued in whole or in part for such purposes or from net revenues as defined for purposes of Variable Rate Master Notes, deposited to the Consolidated Bond Reserve Fund, and, in the event such proceeds or net revenues are insufficient therefor, from other moneys of the Port Authority legally available for such payments when due. For purposes of Variable Rate Master Notes, “net revenues” are defined, with respect to any date of calculation, as the revenues of the Port Authority pledged under the Consolidated Bond Resolution and remaining after (i) payment or provision for payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution; (ii) payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and (iii) applications to purposes authorized in accordance with Section 7 of the Consolidated Bond Resolution.

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Payment of the principal of and interest on Variable Rate Master Notes is subject in all respects to the payment of debt service on Consolidated Bonds as required by the applicable provisions of the Consolidated Bond Resolution and to the payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes. Variable Rate Master Notes, and the interest thereon, are not secured by or payable from the General Reserve Fund.

Proceeds of Variable Rate Master Notes are authorized, subject to allocation to some but not all of the following purposes, to be used (a) for purposes of, or with respect to the financing of, capital expenditures in connection with any one or more of the facilities of the Port Authority, provided, that subject to agreements with the holders of obligations of the Port Authority, all or any portion of the unspent proceeds of any note may be allocated to any purpose for which at the time of issuance of such note the Port Authority is authorized by law to issue its obligations, including for purposes of, or with respect to the financing of, capital expenditures in connection with facilities of the Port Authority certified or to be certified after issuance of such note, (b) for purposes of refunding, directly, by offers to exchange, or otherwise all or any part of any issue of bonds, notes or other obligations of the Port Authority, and (c) for incidental purposes, including certain costs of, and relating to, such Variable Rate Master Notes.

General and Refunding, Air Terminal and Marine Terminal Bonds

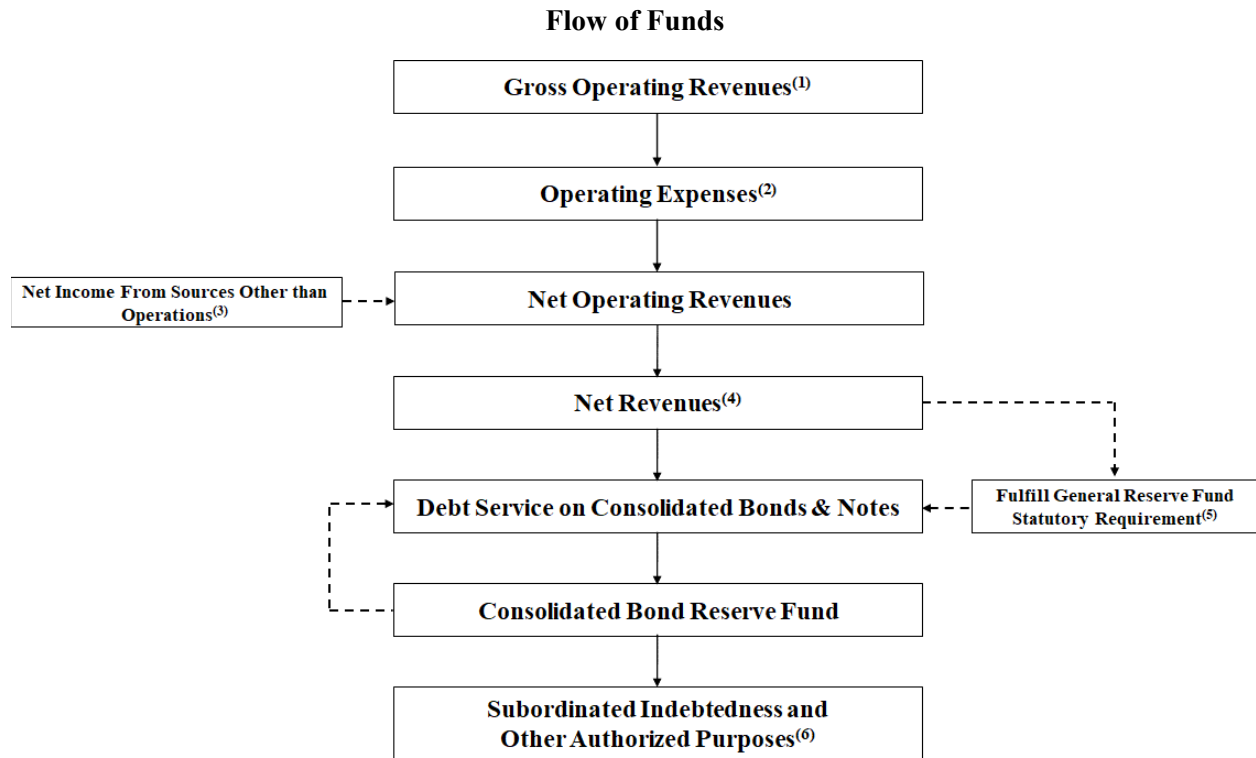
At the time of the adoption of the Consolidated Bond Resolution in 1952, the Port Authority had outstanding certain General and Refunding, Air Terminal and Marine Terminal Bonds. The Port Authority has fully satisfied, when due, as scheduled, all debt service requirements on all such prior lien bonds.

By the Consolidated Bond Resolution, the Port Authority covenanted that no additional General and Refunding, Air Terminal or Marine Terminal Bonds would be issued. It is the present intention of the Port Authority that Consolidated Bonds will be the only bonds secured by a pledge of the General Reserve Fund that will be used as a medium of financing the balance of its capital requirements or long-term refunding of outstanding Consolidated Bonds or of Consolidated Bonds hereafter issued.

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Flow of Funds Chart

The following is a simplified graphic illustration of the flow of funds for the payment of Consolidated Bonds and other Port Authority obligations, as set forth in the Consolidated Bond Resolution of 1952. This chart, and the presentation of the information provided herein, is qualified in all respects by reference to the Consolidated Bond Resolution.



⁽¹⁾ Examples include but are not limited to tolls and fares, rentals, aviation fees, parking fees, flight fees, etc.

⁽²⁾ Examples include but are not limited to employee compensation (including benefits), contract services, materials and equipment, rents and payments-in-lieu-of taxes (PILOTs), utility costs.

⁽³⁾ Examples include but are not limited to financial income (including interest on investments) and certain money collected by the Port Authority, such as grants and Passenger Facility Charges (“PFCs”). See Section 1 of the Consolidated Bond Resolution – definition of “Income from Sources Other than Operation” for more detail.

⁽⁴⁾ Defined in the Consolidated Bond Resolution, as used with reference to any facility or group of facilities, as the “net operating revenues thereof, together with all net income pertaining thereto derived from sources other than operation which may be pledged or applied to the payment of debt service upon bonds issued for purposes in connection with such facility or group of facilities.”

⁽⁵⁾ Maintain the General Reserve Fund in an amount equal to ten percent (10%) of the par value of all such outstanding bonds legal for investment, as so defined.

⁽⁶⁾ The Consolidated Bond Reserve Fund may be used for the purposes set forth in Section 7 of the Consolidated Bond Resolution.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

Resolution Establishing General Reserve Fund

(Adopted March 9, 1931, as amended May 5, 1932)

WHEREAS, by Chapter 48 of the Laws of New York of 1931 and Chapter 5 of the Laws of New Jersey of 1931, The Port of New York Authority is directed to pool all surplus revenues, as defined in said statutes, received by it from certain terminal and/or transportation facilities, and to apply such surplus revenues to the establishment and maintenance of a general reserve fund in an amount equal to one-tenth (1/10th) of the par value of all outstanding bonds of the Port Authority, legal for investment, as defined and limited in said statutes, and

WHEREAS, by the aforesaid statutes, The Port of New York Authority is authorized to pledge the moneys in said general reserve fund as security for the repayment with interest of any moneys heretofore or hereafter raised by it upon its bonds, legal for investment, as defined and limited in said statutes, and to apply said moneys to the fulfillment of any other undertakings heretofore or hereafter assumed to or for the benefit of the holders of any such bonds,

Now, THEREFORE, after due consideration had, it is

RESOLVED, that the General Manager be and he hereby is authorized and directed to establish and maintain the general reserve fund prescribed by Chapter 48 of the Laws of New York of 1931 and Chapter 5 of the Laws of New Jersey of 1931, and to do so as promptly as may be practicable, and it is further

RESOLVED, that The Port of New York Authority hereby irrevocably pledges the said general reserve fund and all moneys which may be or become part thereof as security for the repayment with interest of moneys heretofore or hereafter raised by it upon bonds, legal for investment as defined and limited in said statutes, and as security for the fulfillment of any other undertakings heretofore or hereafter assumed by it to or for the benefit of the holders of such bonds, and it is further

RESOLVED, that the aforesaid pledge of the said general reserve fund and the moneys therein is made and shall be deemed to be made by The Port of New York Authority to induce investors and others to purchase its bonds, whether such bonds have heretofore been issued or shall be hereafter issued, and whether such bonds be purchased from The Port of New York Authority or from prior purchasers thereof, and it is further

RESOLVED, that the aforesaid pledge is made and shall be deemed to be subject to the right, which The Port of New York Authority hereby reserves to itself, to use the said general reserve fund or any part thereof, at any time, in its sole discretion, to meet, pay or otherwise fulfill any of its obligations under or in connection with the aforesaid bonds, or any of said bonds, including its obligations to pay interest and principal when due, and to make payments into sinking funds, and it is further

RESOLVED, that the said pledge is made and shall be deemed to be subject to the right, which The Port of New York Authority hereby reserves to itself, to pledge the said general reserve fund or any part thereof in its sole discretion, as security for the fulfillment of any obligations heretofore or hereafter assumed by it under or in connection with any other of its bonds whatsoever, by which is meant bonds other than those described, specified or mentioned in said Chapter 48 of the Laws of New York of 1931 and said Chapter 5 of the Laws of New Jersey of 1931 and to apply the said general reserve fund or any part thereof to the fulfillment of such obligations, the intent thereof being to reserve the right to use the said general reserve fund to support such other and additional bonds or types of bonds as the States of New York and New Jersey may hereafter determine or authorize, provided, that the right hereby reserved to pledge the said general

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

reserve fund as security for such other bonds, not described, specified or mentioned in said statutes, and to apply the moneys therein to the fulfillment of obligations under or in connection with such bonds shall be exercised only if and to the extent that the said two States may hereafter authorize its exercise, and *provided, further*, that no greater rights in or to the said general reserve fund shall be granted to or conferred upon the holders of any other bonds of The Port of New York Authority than are hereby or are hereafter granted to or conferred upon holders of the bonds in support of which said general reserve fund is hereby pledged, and it is further

RESOLVED, that until otherwise directed by The Port of New York Authority, the moneys in said General Reserve Fund, shall be invested in such bonds, securities or other obligations of the States of New York and New Jersey, of New York and New Jersey municipalities, of the United States of America, and of The Port of New York Authority, as may be approved for investment by the Port Authority or a majority of the members of its Committee on Finance.

(NOTE: By resolution adopted September 22, 1932, it was provided that the resolution establishing the General Reserve Fund should be ineffective and inapplicable with respect to bonds or other obligations thereafter authorized or issued, unless thereafter especially made applicable to such new bonds or other obligations. By resolution adopted October 9, 1952, the foregoing resolution of March 9, 1931, as amended May 5, 1932, was further amended to conform to the provisions of Section 6 of the resolution of October 9, 1952 and the General Reserve Fund Resolution was made applicable to all Consolidated Bonds (see Section 6 (General Reserve Fund) of “*Consolidated Bond Resolution*” in Section III hereof)).

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Consolidated Bond Resolution

(Adopted October 9, 1952)

WHEREAS, by Chapter 48 of the Laws of New York of 1931, as amended, and Chapter 5 of the Laws of New Jersey of 1931, as amended, The Port of New York Authority (hereinafter called the Authority) has been authorized and empowered to establish and maintain a certain General Reserve Fund, and to pledge said fund as security for certain of its bonds or other securities or obligations, and

WHEREAS, there are now outstanding several issues of bonds of the Authority, which although secured by said General Reserve Fund, nevertheless differ as to form, security, terms and conditions, and

WHEREAS, the Authority has determined to authorize and establish an issue of Consolidated Bonds, and to use such Bonds (and the proceeds derived from the sale thereof) from time to time for the purpose of refunding bonds heretofore or hereafter issued and to serve as a unified medium for financing for any and all purposes for which the Authority is or shall be authorized to issue bonds secured by a pledge of the General Reserve Fund, to the exclusion of bonds of prior issues,

Now, THEREFORE, after due consideration had, be it resolved by The Port of New York Authority:

SECTION 1. Interpretation.

As used in this resolution, the following words and phrases shall have the meanings hereinafter set forth unless the context shall clearly indicate that another meaning is intended:

The term “additional facilities” shall mean facilities other than the Holland Tunnel, the Lincoln Tunnel, the George Washington Bridge, the Bayonne Bridge, the Goethals Bridge, the Outerbridge Crossing, Port Authority Inland Terminal No. 1 (also known as the Port Authority Building), the New York Union Motor Truck Terminal, the Newark Union Motor Truck Terminal, the Port Authority Bus Terminal, La Guardia Airport, New York International Airport, Newark Airport, Teterboro Airport, the Port Authority Grain Terminal, Port Newark and the Hoboken-Port Authority Piers.

The term “bond” shall include a bond, a note and any other evidence of indebtedness.

The terms “bonds of prior issues” and “prior issues of bonds” shall mean General and Refunding Bonds issued pursuant to the Authority’s Basic Resolution adopted March 18, 1935, as amended; Air Terminal Bonds issued pursuant to its Air Terminal Bond Resolution adopted June 18, 1948; Marine Terminal Bonds issued pursuant to its Marine Terminal Bond Resolution adopted November 23, 1948; General Reserve Fund Notes, Series X, issued pursuant to its resolution adopted November 8, 1951; General Reserve Fund Notes issued pursuant to its resolution adopted October 9, 1952; and Marine Terminal Notes issued pursuant to its resolution adopted August 14, 1952.

The term “Consolidated Bond Resolution” shall mean this resolution.

The term “Consolidated Bonds” shall mean bonds of the issue established by this resolution.

The term “debt reserve funds” shall mean the Consolidated Bond Reserve Fund established by Section 7 of this resolution, the General Reserve Fund and all other funds which the Authority is obligated to establish or maintain as security for or for the benefit of any of its bonds secured by a pledge of the General Reserve Fund, the moneys in which are available for the payment of debt service upon such bonds.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

The term “debt service,” as used with reference to bonds, shall mean the interest payable thereon and the amounts which the Authority is obligated by agreements with the holders of such bonds to pay or set aside for the amortization and/or retirement thereof.

The term “facility” shall mean one or more improvements, structures, projects, works, buildings or properties owned, leased or operated, or to be owned, leased or operated by the Authority, including such appliances, appurtenances and equipment as the Authority may deem necessary or desirable for the proper operation or maintenance thereof, except that the Holland Tunnel, the Lincoln Tunnel, the George Washington Bridge, the Bayonne Bridge, the Goethals Bridge, the Outerbridge Crossing, Port Authority Inland Terminal No. 1 (the Port Authority Building), the New York Union Motor Truck Terminal, the Newark Union Motor Truck Terminal, the Port Authority Bus Terminal, La Guardia Airport, New York International Airport, Newark Airport, Teterboro Airport, the Port Authority Grain Terminal, Port Newark and the Hoboken-Port Authority Piers shall each be deemed to be a separate facility.

The term “General Reserve Fund” shall mean the General Reserve Fund of the Authority authorized by Chapter 5 of the Laws of New Jersey of 1931 and Chapter 48 of the Laws of New York of 1931, as amended; and said statutes are hereinafter called the “General Reserve Fund Statutes.”

The term “income from sources other than operation” shall include but not be limited to interest on investments, capital gains and any moneys collected by the Authority (or paid by others to meet its expenses, including debt service on its bonds, or to reimburse it for its payment of such expenses) pursuant to rights created or vested in the Authority by contract and/or statute.

The term “net operating revenues,” as used with reference to any facility or group of facilities, shall mean the amount remaining after deducting the following amounts from the gross operating revenues thereof:

- i. All expenses incurred for the operation, maintenance, repair and administration thereof (including renewals and replacements of and expenditures for equipment, and minor capital expenditures deemed necessary by the Authority for the proper and economical operation or maintenance thereof, and an appropriate allowance for depreciation of ancillary equipment, and debt service upon underlying mortgage bonds, and payments into reserves for operating or maintenance contingencies, all as computed in accordance with sound accounting practice), and
- ii. In the case of a facility under operation by the Authority, a proper proportion of the general expenses of the Authority;

without allowance for depreciation other than of ancillary equipment, and without including any income from sources other than operation; *provided, however*, that in computing the aggregate amount of the aforesaid expenses for the purpose of this definition, there shall be excluded the amount of any such expenses which are paid (or reimbursed to the Authority) out of income from sources other than operation in case such income is not included in the net revenues of such facility or group of facilities.

The term “net revenues,” as used with reference to any facility or group of facilities, shall mean the net operating revenues thereof, together with all net income pertaining thereto derived from sources other than operation which may be pledged or applied to the payment of debt service upon bonds issued for purposes in connection with such facility or group of facilities.

The term “outstanding,” as used with reference to bonds of the Authority, shall include bonds held in any capacity by the Authority (as well as those held by others), and shall include bonds which the Authority

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

may be obligated to issue and sell pursuant to a contract for the purchase thereof by and the sale thereof to the other party to such contract, but shall not include any past due bonds not presented for payment or any bonds called for redemption but not presented for redemption if the moneys for such payment or redemption shall have been duly provided; provided, however, that in the event the Authority shall enter into a contract with the holders of any of its bonds (hereinafter in this definition called “convertible bonds”) to issue other bonds (hereinafter in this definition called “exchange bonds”) and to exchange such convertible bonds for such exchange bonds upon the happening of specified events, then the convertible bonds shall be deemed outstanding until but not beyond the time at which such events shall have happened, and the exchange bonds shall be deemed outstanding beginning with but not prior to such time.

The term “refunding,” as used with reference to bonds, shall mean the retirement and cancellation thereof, after their acquisition by the Authority (before, at or after maturity) either in exchange for other bonds or by payment, purchase or redemption with the proceeds of the sale of other bonds; and the term “refunded,” as used with reference to bonds, shall mean the refunding thereof accomplished.

The term “short-term bonds” shall mean bonds which mature no more than three years from their date and which do not form part of a series of bonds which includes bonds which mature more than three years from their date.

The term “surplus revenues,” as used with reference to any facility, shall mean the surplus revenues thereof as defined in the General Reserve Fund statutes.

The term “underlying mortgage bonds” in respect of a facility shall mean bonds secured by mortgage on or pledge of all or any part of the property constituting such facility.

SECTION 2. **Establishment and Issuance.**

An issue of bonds of the Authority to be known as “Consolidated Bonds” is hereby authorized and established. The bonds of said issue shall be direct and general obligations of the Authority and the full faith and credit of the Authority are hereby pledged for the prompt payment of the debt service thereon and for the fulfillment of all other undertakings of the Authority assumed by it to or for the benefit of the holders thereof. This resolution shall constitute a contract with the holders of such bonds.

Said Consolidated Bonds shall be issued only for purposes for which at the time of issuance the Authority is authorized by law to issue bonds secured by a pledge of the General Reserve Fund and only in such amounts as are permitted by Section 3 of this resolution. Said Consolidated Bonds shall be secured by revenues of the facilities of the Authority in the manner and to the extent provided in Sections 4 and 5 of this resolution and by the General Reserve Fund of the Authority in the manner and to the extent provided in Section 6 of this resolution and by the Consolidated Bond Reserve Fund in the manner and to the extent provided in Section 7 of this resolution.

Said Consolidated Bonds may be issued from time to time in such series as the Authority may hereafter determine. The bonds of each series may be issued in one or more installments as the Authority may hereafter determine.

All Consolidated Bonds constituting a particular series shall be uniform in respect of (a) dates of payment of interest, (b) place or places of payment of principal and interest, (c) medium of payment, (d) whether issuable as coupon bonds, or as registered bonds without coupons, or both, (e) provisions, if any, in respect of their exchangeability for bonds of different denominations, and of the interchangeability of coupon bonds and registered bonds without coupons, and (f) provisions, if any, for redemption and the

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terms and conditions thereof, *provided, however*, that bonds constituting a particular series may be made redeemable either in the direct or the inverse order of their maturities if such bonds have differing dates of maturity or by lot. All bonds constituting the whole or a part of a particular series and maturing on the same date shall be uniform in respect of interest rate or rates. All bonds of a series consisting only of bonds having the same date of maturity shall be uniform in respect of provisions, if any, in respect of amortization and retirement of bonds of such series.

Any resolution establishing a series or authorizing the issue of an installment of bonds of a series may contain terms and provisions not inconsistent with this resolution.

SECTION 3. Limitations on Amount.

The Authority shall not issue new Consolidated Bonds at any time unless one or another of the following four conditions shall exist, either (Condition 1) Unless the new Consolidated Bonds are to be issued (a) for the acquisition, rehabilitation or improvement of an additional facility or group of additional facilities which is or are in operation at the time of issuance of such bonds and/or (b) for the purpose of refunding bonds which constitute or are secured by a lien or charge upon the revenues of such additional facility or group of additional facilities and/or which constitute underlying mortgage bonds in respect of such additional facility or group of additional facilities; and unless the net revenues (computed as hereinafter set forth in this Section 3) derived from such additional facility or group of additional facilities during any period of twelve consecutive months selected by the Authority out of the thirty-six months next preceding such time of issuance shall have amounted to at least one and three-tenths times the prospective debt service (computed on the assumptions hereinafter set forth in this Section 3) for the calendar year after such time of issuance for which the combined debt service (so computed) upon the following bonds would be at a maximum, to wit:

i. The new Consolidated Bonds, and

ii. All Consolidated Bonds outstanding at such time of issuance which shall have been issued for purposes in connection with such additional facility or group of additional facilities not including, however, any bonds which the resolution authorizing the issuance of the new Consolidated Bonds shall specifically designate are to be refunded by the new Consolidated Bonds, *provided, however*, that if any of the bonds otherwise included under this subdivision ii shall have been issued for several purposes including but not restricted to purposes in connection with such additional facility or group of additional facilities (hereinafter in this paragraph called “multi-purpose bonds”), then only such proportion of such multi-purpose bonds shall be included under this subdivision ii in computing the aforesaid maximum prospective debt service as is equal to the ratio between (a) the principal amount of those multi-purpose bonds the proceeds of which the Authority shall determine have been expended for purposes in connection with the additional facility or group of additional facilities, plus those the proceeds of which the Authority shall estimate will be expended for purposes in connection with the additional facility or group of additional facilities and (b) the principal amount of all of such multi-purpose bonds;

or, in the alternate,

(Condition 2) Unless at the time of issuance of such new Consolidated Bonds the sum of the net revenues specified in the following subdivisions, i, ii, iii and iv (computed as hereinafter set forth in this Section 3) of all facilities upon the net revenues of which all Consolidated Bonds shall constitute a first lien

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

and charge after the fulfillment of the purposes for which the new Consolidated Bonds are to be issued, to wit:

i. In the case of facilities which have been in operation during the entire period of thirty-six months next preceding such time of issuance, — the combined net revenues derived from all such facilities during any period of twelve consecutive months selected by the Authority out of the thirty-six months next preceding such time of issuance, plus

ii. In the case of facilities which have been in operation during the entire period of twelve months but not during the entire period of thirty-six months next preceding such time of issuance, — the net revenues derived from each such facility during any period of twelve consecutive months (which need not necessarily be the same for each such facility) selected by the Authority out of such period of operation, plus

iii. In the case of facilities which have not been in operation during the entire period of twelve months next preceding such time of issuance (including facilities under construction at such time or which are to be acquired, established or constructed with the proceeds of the sale of the new Consolidated Bonds), — the average annual net revenues which the Authority estimates will be derived from each of such facilities during the first thirty-six months after such time of issuance, but if in the opinion of the Authority any such facility will not be placed in operation until after such time of issuance, then as to each such facility, the average annual net revenues which the Authority estimates will be derived during the first thirty-six months of operation thereof after such time of issuance; *provided, however*, that no revenues estimated under this subdivision iii shall be included in the sum of all net revenues computed under this Condition 2 unless at the time of issuance of the new Consolidated Bonds there shall be in or available for payment into the General Reserve Fund an amount equal to the full amount prescribed in the General Reserve Fund statutes, calculated without the new Consolidated Bonds, and *provided*, further, that the amounts of any revenues estimated under this subdivision iii plus the amounts of any revenues estimated under the next following subdivision iv shall in no event exceed twenty-five per centum of the sum of all net revenues computed under the preceding subdivisions i and ii of this Condition 2, plus

iv. In the case of each capital improvement to any of such facilities if such capital improvement is either under construction at such time of issuance or has been completed less than twelve months prior to such time or, in case it has not yet been commenced, if the Authority has either issued bonds or has entered into a contract for the issuance of bonds or has authorized the issuance of the new Consolidated Bonds for the financing of all or part of such capital improvement, — the average annual amount which the Authority estimates that the net revenues of the facility to which such improvement appertains will be increased during the first thirty-six months after the completion of such improvement, over and above the amount of net revenues included for such facility in the foregoing subdivisions i, ii or iii of this Condition 2; *provided, however*, that no revenues estimated under this subdivision iv shall be included in the sum of all net revenues computed under this Condition 2 unless at the time of issuance of the new Consolidated Bonds there shall be in or available for payment into the General Reserve Fund an amount equal to the full amount prescribed in the General Reserve Fund statutes, calculated without the new Consolidated Bonds; and *provided*, further, that the amounts of any revenues estimated under this subdivision iv plus the amounts of any revenues estimated under the next preceding subdivision iii shall in no event exceed twenty-five per centum of the sum of all net revenues computed under the preceding subdivisions i and ii of this Condition 2, shall have amounted to at least one and three-tenths times the prospective debt service (computed on the assumptions hereinafter set forth in this Section 3) for the calendar year after such time of issuance for

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

which the combined debt service (so computed) upon the following bonds would be at a maximum, to wit:

i. The new Consolidated Bonds,

ii. All Consolidated Bonds outstanding at such time of issuance not including, however, any bonds which the resolution authorizing the issuance of the new Consolidated Bonds shall specifically designate are to be refunded by the new Consolidated Bonds, and

iii. Additional Consolidated Bonds having annual debt service in amounts estimated by the Authority, if estimated revenues and/or estimated revenue increases in connection with any facility or capital improvement have been included under the next preceding subdivisions iii and/or iv in the computation of the sum of the net revenues under this Condition 2 in connection with the particular new Consolidated Bonds to be issued and if the Authority is of the opinion at the time of issuance of such new Consolidated Bonds that such additional Consolidated Bonds will be issued in connection with such facility or improvement and will be outstanding during the thirty-six months for which the revenues and/or revenue increases have been estimated under said subdivisions iii and/or iv;

or, in the alternate,

(Condition 3) Unless at the time of issuance of such new Consolidated Bonds the sum of the net revenues specified in the following subdivisions i, ii, iii and iv (computed as hereinafter set forth in this Section 3) in the case of all facilities the surplus revenues of which shall be payable into the General Reserve Fund after the fulfillment of the purposes for which the new Consolidated Bonds are to be issued, to wit:

i. In the case of facilities which have been in operation during the entire period of thirty-six months next preceding such time of issuance, — the combined net revenues derived from all such facilities during any period of twelve consecutive months selected by the Authority out of the thirty-six months next preceding such time of issuance, plus

ii. In the case of facilities which have been in operation during the entire period of twelve months but not during the entire period of thirty-six months next preceding such time of issuance, — the net revenues derived from each such facility during any period of twelve consecutive months (which need not necessarily be the same for each such facility) selected by the Authority out of such period of operation, plus

iii. In the case of facilities which have not been in operation during the entire period of twelve months next preceding such time of issuance (including facilities under construction at such time or which are to be acquired, established or constructed with the proceeds of the sale of the new Consolidated Bonds), — the average annual net revenues which the Authority estimates will be derived from each of such facilities during the first thirty-six months after such time of issuance, but if in the opinion of the Authority any such facility will not be placed in operation until after such time of issuance, then as to each such facility, the average annual net revenues which the Authority estimates will be derived during the first thirty-six months of operation thereof after such time of issuance; *provided, however*, that no revenues estimated under this subdivision iii shall be included in the sum of all net revenues computed under this Condition 3 unless at the time of issuance of the new Consolidated Bonds there shall be in or available for payment into the General Reserve Fund an amount equal to the full amount prescribed in the General Reserve Fund statutes, calculated without the new Consolidated Bonds; and *provided, further*, that the amounts of any revenues estimated under this subdivision iii plus the amounts of any revenues estimated under the next following subdivision

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iv shall in no event exceed twenty-five per centum of the sum of all net revenues computed under the preceding subdivisions i and ii of this Condition 3, plus

iv. In the case of each capital improvement to any of such facilities if such capital improvement is either under construction at such time of issuance or has been completed less than twelve months prior to such time or, in case it has not yet been commenced, if the Authority has either issued bonds or has entered into a contract for the issuance of bonds or has authorized the issuance of the new Consolidated Bonds for the financing of all or part of such capital improvement, — the average annual amount which the Authority estimates that the net revenues of the facility to which such improvement appertains will be increased during the first thirty-six months after the completion of such improvement, over and above the amount of net revenues included for such facility in the foregoing subdivisions i, ii or iii of this Condition 3; *provided, however*, that no revenues estimated under this subdivision iv shall be included in the sum of all net revenues computed under this Condition 3 unless at the time of issuance of the new Consolidated Bonds there shall be in or available for payment into the General Reserve Fund an amount equal to the full amount prescribed in the General Reserve Fund statutes, calculated without the new Consolidated Bonds; and *provided*, further, that the amount of any revenues estimated under this subdivision iv plus the amounts of any revenues estimated under the next preceding subdivision iii shall in no event exceed twenty-five per centum of the sum of all net revenues computed under the preceding subdivisions i and ii of this Condition 3,

shall have amounted to at least one and three-tenths times the prospective debt service (computed on the assumptions hereinafter set forth in this Section 3) for the calendar year after such time of issuance for which the combined debt service (so computed) upon the following bonds would be at a maximum, to wit:

i. The new Consolidated Bonds,

ii. All bonds outstanding at such time of issuance which are secured by a pledge of the General Reserve Fund, not including, however, any bonds which the resolution authorizing the issuance of the new Consolidated Bonds shall specifically designate are to be refunded by the new Consolidated Bonds, and

iii. Additional bonds secured by a pledge of the General Reserve Fund and having annual debt service in amounts estimated by the Authority, if estimated revenues and/or estimated revenue increases in connection with any facility or capital improvement have been included under the next preceding subdivisions iii and/or iv in the computation of the sum of the net revenues under this Condition 3 in connection with the particular new Consolidated Bonds to be issued and if the Authority is of the opinion at the time of issuance of such new Consolidated Bonds that such additional bonds will be issued in connection with such facility or improvement and will be outstanding during the thirty-six months for which the revenues and/or revenue increases have been estimated under said subdivisions iii and/or iv;

or, in the alternate,

(Condition 4) Unless such new Consolidated Bonds are to be issued for the purpose of refunding other Consolidated Bonds and/or bonds of prior issues.

The time of issuance of new Consolidated Bonds, as used in this Section 3, shall mean the time at which such bonds are delivered upon original issue to the initial purchaser thereof, *provided, however*, that if a contract is entered into by the Authority, prior to the delivery of such bonds, for their sale to and purchase by the other party to such contract upon original issue, in such event the time of issuance of such

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bonds, as used in this Section 3, shall mean the time at which such contract is entered into; and *provided*, further, that in the event the Authority is required by statute or contract to exchange any bonds for the new Consolidated Bonds upon the happening of specified events, then the time of issuance of the new Consolidated Bonds so to be exchanged, as used in this Section 3, shall mean the time at which such events shall have happened. The exchanges designated in the next preceding proviso clause shall not include exchanges of interim certificates or temporary bonds for definitive bonds evidencing the same debt and shall not include exchanges of bonds for bonds of other denominations evidencing the same debt. Nothing herein contained shall be construed to limit the right of the Authority to issue and deliver Consolidated Bonds at any time if any one of the above four numbered conditions in this Section 3 exists at the time of issuance as above defined notwithstanding that none of such conditions may exist at the time of delivery of such bonds if such time of delivery is subsequent to such time of issuance.

Whenever, in connection with the issuance of any new Consolidated Bonds, it is necessary for the purposes of this Section 3 to compute or estimate the amount of the net revenues of any facility or group of facilities, such net revenues shall be computed or estimated

(a) without deducting from the gross operating revenues any taxes, assessments or other governmental charges, or any other charges, which may have been paid in connection with such facility or group of facilities prior to their acquisition by the Authority, but which, in the opinion of the Authority or its General Counsel, the Authority would not have been required to pay had it been the owner or operator of such facility or facilities during the time for which such charges were levied or made;

(b) without deducting from gross operating revenues debt service upon underlying mortgage bonds which are to be refunded by the new Consolidated Bonds, and in the case of other underlying mortgage bonds without deducting the actual debt service thereon, but with the deduction (in substitution for such actual debt service) of the debt service (whether it be more or less than such actual debt service) which would have been payable or which would be payable upon such underlying mortgage bonds if they had the following characteristics: date — the first day of the period for which the computation or estimate of net revenues is to be made; maturity — thirty years from the assumed date; interest — at the same rate as borne by such underlying mortgage bonds and payable semi-annually beginning six months from their assumed date; amortization — in such annual amounts as would be required to retire the principal amount of the underlying mortgage bonds outstanding at the time of issuance of the new Consolidated Bonds or, in the case of estimated net revenues, to retire the maximum principal amount of the underlying mortgage bonds to be outstanding during the period for which the estimate of net revenues is to be made, by the thirtieth anniversary of such assumed date if such annual retirement were effected at par at each anniversary of such assumed date and if the annual debt service thereon would be equal for all years thereafter until such thirtieth anniversary; and

(c) without including in net income from sources other than operation any moneys collected or to be collected by the Authority (or paid or to be paid by others to meet its expenses or to reimburse it for its payment of such expenses) pursuant to rights created or vested in the Authority by contract and/or statute in excess of the average annual amount prescribed by such contract and/or statute to be so collected or paid during the fifteen years next succeeding the time of issuance of said new Consolidated Bonds in case such contract and/or statute prescribes a limitation on the annual amounts so to be collected or paid; but in case such contract and/or statute prescribes such a limitation in terms of percentages of annual deficits or expenses or valuations or other quantities, then said net revenues shall be computed or estimated without including in net income from sources other than operation any such moneys so collected or paid or to be collected or paid in excess of the sum derived by multiplying the average of the annual limiting percentages during such fifteen years by the amount of such deficits,

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expenses, valuations or other quantities during the twelve months for which such computation is to be made (or by the average annual amount of such quantities estimated for the thirty-six months for which such estimate is to be made).

In computing the aforesaid maximum prospective debt service upon any short-term bonds under any of the above Conditions 1, 2 or 3 of this Section 3, there may at the Authority's option be substituted for the actual prospective debt service upon such short-term bonds the debt service which would be payable if such short-term bonds were forthwith refunded by bonds having the following characteristics: maturity — thirty years from the time of issuance of the aforesaid new Consolidated Bonds; interest — at one and one-half times the rate upon such short-term bonds and payable semi-annually beginning six months from such time of issuance; amortization — in such annual amounts as would be required to retire the principal amount of the short-term bonds outstanding at such time of issuance (or, in the case of the new Consolidated Bonds if they are short-term bonds, the principal amount thereof to be issued) by the thirtieth anniversary of such time of issuance if such annual retirement were effected at par at each anniversary of such time of issuance and if the annual debt service thereon would be equal for all years thereafter until such thirtieth anniversary; *provided, however*, that if the new Consolidated Bonds are short-term bonds such substitution for their actual debt service shall not be made with respect to such portion thereof (designated by the Authority) the principal amount of which when added to the principal amount of all short-term bonds outstanding at the time of issuance of the new Consolidated Bonds and secured by a pledge of the General Reserve Fund (including any remaining portion of the new Consolidated Bonds but not including bonds to be refunded by the new Consolidated Bonds) shall result in an aggregate principal amount exceeding five per centum of the principal amount of all bonds outstanding at such time which are secured by a pledge of the General Reserve Fund (including all the new Consolidated Bonds and all other short-term bonds of the Authority so secured but not including any bonds to be refunded by the new Consolidated Bonds).

Prospective debt service upon any bonds shall be computed for the purpose of determining the calendar year for which such debt service will be at a maximum and the amount of such debt service for such year, within the meaning of this Section 3, upon the assumptions that the principal amount of such bonds will not be paid prior to maturity except in fulfillment of contractual obligations by the Authority to the holders thereof for the redemption thereof prior to maturity, and that in those cases such redemption will be effected at the latest date permitted by such agreement.

SECTION 4. Pledge of Revenues.

The payment of the debt service upon all Consolidated Bonds, regardless of the series or installment of which they form a part, and regardless of the dates of their issuance or maturity or the purposes for which issued, shall be secured equally and ratably by the net revenues of the Authority from each of the following:

i. The Holland Tunnel, the Lincoln Tunnel, the George Washington Bridge, the Bayonne Bridge, the Goethals Bridge, the Outerbridge Crossing, Port Authority Inland Terminal No. 1 (also known as the Port Authority Building), the New York Union Motor Truck Terminal, the Newark Union Motor Truck Terminal, the Port Authority Bus Terminal, La Guardia Airport, New York International Airport, Newark Airport, Teterboro Airport, the Port Authority Grain Terminal, Port Newark and the Hoboken-Port Authority Piers, and

ii. Any additional facilities, the establishment, acquisition, effectuation, construction, rehabilitation or improvement of which is financed or refinanced in whole or in part by the issuance of Consolidated Bonds;

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and, except as otherwise provided herein, the net revenues of each of said facilities are hereby irrevocably pledged to the payment of the debt service upon all Consolidated Bonds as the same may fall due, and shall be applied as provided in Section 5 hereof, and all Consolidated Bonds shall constitute a lien and charge thereon.

The foregoing pledge and lien are, however, subject to and shall be subordinate to (but only to) the following prior pledges and liens:

(a) In the case of the revenues of the Holland Tunnel, the Lincoln Tunnel, the George Washington Bridge, the Bayonne Bridge, the Goethals Bridge, the Outerbridge Crossing, Port Authority Inland Terminal No. 1 (the Port Authority Building), the New York Union Motor Truck Terminal, the Newark Union Motor Truck Terminal, the Port Authority Bus Terminal and the Port Authority Grain Terminal, — to pledges heretofore made and liens heretofore created in favor of the aforesaid General and Refunding Bonds;

(b) In the case of the revenues of La Guardia Airport, New York International Airport, Newark Airport and Teterboro Airport, — to pledges heretofore made and liens heretofore created in favor of the aforesaid Air Terminal Bonds;

(c) In the case of the revenues of Port Newark, — to pledges heretofore made and liens heretofore created in favor of the aforesaid Marine Terminal Bonds.

Consolidated Bonds shall not be issued for any purpose in connection with any facility unless after the accomplishment of such purpose the debt service upon all Consolidated Bonds shall constitute a first lien and charge upon the net revenues of the Authority from such facility subject, however, to (but only to) the prior liens recited in the preceding paragraph.

SECTION 5. Application of Revenues.

Subject to the prior pledges and liens described in Section 4 of this resolution, all net revenues pledged as security for Consolidated Bonds shall be applied to the following purposes in the following order:

(a) To the payment of debt service upon all Consolidated Bonds;

(b) All remaining balances of net revenues pledged as security for Consolidated Bonds shall be paid into the Consolidated Bond Reserve Fund established by Section 7 of this resolution, except such amounts as may be necessary to maintain the General Reserve Fund in the amount prescribed by the General Reserve Fund statutes.

The pledge of net revenues made in Section 4 of this resolution (and the lien and charge of Consolidated Bonds upon such net revenues) shall be subject to the right of the Authority to make payments into the General Reserve Fund to the extent above provided in this Section 5, and to that extent only.

SECTION 6. General Reserve Fund.

The payment of the debt service upon all Consolidated Bonds, regardless of the series or installment of which they form a part, and regardless of the dates of their issuance or maturity or the purposes for which issued, shall be further secured equally and ratably by the General Reserve Fund; and the pledge thereof and of the moneys which may be or become part thereof, contained in the resolution of the Authority, adopted March 9, 1931, establishing said General Reserve Fund, as amended May 5, 1932, is hereby

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expressly extended to and made applicable to (and for such purpose the General Reserve Fund is hereby irrevocably pledged as security for) all Consolidated Bonds for the benefit of the holders thereof, in the manner and to the extent set forth in the aforesaid resolution of March 9, 1931, as amended May 5, 1932, *pari passu* with bonds heretofore issued by the Authority and with the holders of such bonds; *provided*, that nothing herein shall be construed to grant or confer greater rights in or to said General Reserve Fund upon the holders of Consolidated Bonds than are now granted or conferred upon the holders of the bonds of prior issues.

The foregoing pledge is subject to (but only to) the following separate rights which the Authority hereby reserves to itself:

(a) The right to pledge said General Reserve Fund as security for any bonds whatsoever hereafter issued by the Authority as security for which it may at the time be authorized by law to pledge the General Reserve Fund; and

(b) The right to use the moneys in said General Reserve Fund to meet, pay or otherwise fulfill any of the undertakings which it has assumed, does now assume by this resolution or shall hereafter assume to or for the benefit of the holders of any bonds as security for which said General Reserve Fund has heretofore been or is now pledged, or for which said General Reserve Fund may hereafter be pledged as above provided;

provided, that no greater rights in or to the General Reserve Fund shall hereafter be granted to or conferred upon the holders of any bonds now outstanding or any bonds hereafter issued than are granted to and conferred upon the holders of all Consolidated Bonds.

Except as provided in the next sentence of this paragraph, the moneys in the General Reserve Fund shall not be used for any purpose at any time if there are any other moneys of the Authority available for that purpose at such time, and shall not be used for the payment of debt service prior to the time when the interest, sinking fund payments, redemption prices, principal amounts and other items constituting such debt service shall be required to be paid or set aside by the Authority; and the moneys in said General Reserve Fund shall be deposited in such depositories as the Authority may designate or invested in obligations of or guaranteed by the United States. If, however, there shall at any time be in or available for payment into all debt reserve funds of the Authority an aggregate amount of moneys in excess of an amount equal to two years' debt service upon all those bonds of the Authority which are secured by a pledge of the General Reserve Fund and which are outstanding at that time, to the extent that such moneys in or available for payment into such debt reserve funds will be available to pay debt service upon such bonds during the ensuing twenty-four calendar months, then and in any such event such excess moneys may be used at such time for any purpose for which said moneys may be used under the General Reserve Fund statutes, whether or not there are other moneys available for that purpose; and such excess moneys may be deposited in such depositories as the Authority may designate or invested in bonds, notes or other obligations of or guaranteed by the United States, the State of New York or the State of New Jersey, and any bonds of the Authority theretofore actually issued and negotiated and secured by a pledge of the General Reserve Fund. Two years' debt service, when used in this paragraph with respect to bonds outstanding at any time shall mean the amounts which the Authority is obligated by contract with the holders of such bonds to pay as debt service upon such bonds during the ensuing twenty-four calendar months; *provided, however*, that in computing such two years' debt service on any such outstanding bonds which are short-term bonds there shall be substituted for the actual debt service on such short-term bonds during said ensuing twenty-four calendar months the debt service which would be payable during said twenty-four calendar months if such short-term bonds were forthwith refunded by bonds having the following characteristics: maturity — thirty years from such time; interest — at the same rate as upon the short-term bonds and payable semi-annually

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beginning six months from such time; amortization — in such annual amounts as would be required to retire the principal amount of the short-term bonds outstanding at such time by the thirtieth anniversary of such time if such annual retirement were effected at par at each anniversary of such time and if the annual debt service thereon would be equal for all years thereafter until such thirtieth anniversary.

The resolution of the Authority, adopted March 9, 1931, establishing said General Reserve Fund, as amended May 5, 1932, is hereby further amended to conform to the provisions of this Section 6; *provided, however*, that nothing contained in this Section 6 shall be construed to limit, curtail or impair any pledge of the General Reserve Fund or regarding its administration, investment and use made in favor of or for the benefit of the holders of any bonds of prior issues or to prevent the Authority from doing any act or thing required to be done in the fulfillment of any such pledge.

SECTION 7. Consolidated Bond Reserve Fund.

There is hereby established a special fund (herein called the Consolidated Bond Reserve Fund) the moneys in which are hereby pledged as additional security for all Consolidated Bonds, into which shall be paid all balances of net revenues pledged as security for Consolidated Bonds, remaining after deducting the amounts for which provision is made in subdivisions (a) and (b) of Section 5 of this resolution. The moneys in the Consolidated Bond Reserve Fund shall be accumulated or in the discretion of the Authority shall be applied to any of the following purposes and to such purposes only:

(a) To the payment of Consolidated Bonds at maturity, but in case a sinking fund has been established for the retirement of bonds of the series of which such bonds form a part only if the available moneys in such sinking fund are insufficient for such purpose, and in the case of other Consolidated Bonds, only if the net revenues pledged as security for Consolidated Bonds for the calendar year in which such payment shall be due and which are available for such payment are insufficient for such purpose.

(b) To the payment of debt service upon Consolidated Bonds then outstanding (other than the payment of such bonds at maturity), but only if the net revenues pledged as security for Consolidated Bonds for the calendar year in which such payment shall be due and which are available for such payment are insufficient for such purpose.

(c) To the purchase for retirement of Consolidated Bonds of any series as determined by the Authority at such prices as the Authority may determine to be reasonable; *provided, however*, that in case all of the bonds of such series are subject to redemption six months or less from the date on which the bonds are to be purchased for retirement, then such prices shall not exceed the highest price at which all of the bonds of such series might be redeemed at or prior to the expiration of said six months. Such purchases may be made at the discretion of the Authority, at public or private sale, with or without advertisement and with or without notice to other holders of Consolidated Bonds, and bonds theretofore issued and negotiated and then held by the Authority for investment may be purchased, as well as bonds held by others. In ascertaining whether the purchase price of any bond comes within the maximum above specified, brokerage commissions and similar items shall not be taken into consideration. The bonds so purchased shall be forthwith cancelled.

(d) To the redemption of Consolidated Bonds of any one or more series as may be determined by the Authority, if such bonds are subject to redemption. The bonds so redeemed shall be forthwith cancelled.

(e) To the payment of expenses incurred for the operation, maintenance, repair and administration of any facility the net revenues of which are pledged as security for Consolidated Bonds (including the expenses specified in the definition of net operating revenues in Section 1 of this resolution), but only to

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the extent that the gross operating revenues of such facility for the calendar year in which such payment shall be due, are insufficient or unavailable for such purpose.

(f) To the payment of debt service upon bonds other than Consolidated Bonds which are described in the last paragraph of this Section 7.

(g) To any other or additional purposes for which the Authority is now or may hereafter be authorized by law to expend the revenues of its facilities.

The pledge hereinbefore made of net revenues as security for Consolidated Bonds (and the lien and charge of Consolidated Bonds thereon) shall be subject to the right of the Authority to make payments into the Consolidated Bond Reserve Fund to the extent above provided in this Section 7, and said pledge and the aforesaid pledge of the moneys in the Consolidated Bond Reserve Fund shall be subject to the right of the Authority to apply said moneys as above provided in this Section 7 and to issue bonds other than Consolidated Bonds which are secured by a pledge of or lien or charge upon the Consolidated Bond Reserve Fund which is prior or equal to the pledge, lien and charge in favor of Consolidated Bonds, but only if such other bonds are issued solely to fulfill obligations undertaken by the Authority to or for the benefit of the holders of Consolidated Bonds and if such other bonds are also secured by a pledge of the General Reserve Fund.

SECTION 8. Amortization and Retirement.

The resolution establishing each series of Consolidated Bonds which includes bonds which at the time of their issuance are issuable only under Condition 4 of Section 3 of this resolution, shall provide, and resolutions establishing other series of Consolidated Bonds may provide, a schedule of mandatory periodic retirement of bonds of such series. Such schedule shall specify the total principal amount of bonds of such series which shall be retired at any time before or during each calendar year, and on or before a stated date during such calendar year, beginning, in the case of series which include bonds issuable as aforesaid only under said Condition 4, not later than the first calendar year following the calendar year in which occurs the tenth anniversary of the date of bonds of such series, and beginning, in the case of other series, at any time prior to maturity designated by the Authority in the resolution establishing such series.

The Authority's obligation to retire bonds as aforesaid in the principal amount specified in any such schedule on or before the stated date during each calendar year shall be separate and distinct from and in addition to its obligation to retire bonds in the total principal amounts specified in such schedule on or before the stated dates during other calendar years. Any resolution establishing a series which provides such a schedule of retirement shall either prescribe that such retirement shall be accomplished by periodic serial maturities specified therein or it shall provide that such retirement may be accomplished in the discretion of the Authority by either or both of the following methods, to wit: by the redemption of bonds in the manner, upon the notice and at the prices set forth in said resolutions, or by the purchase of bonds at such prices as the Authority may deem reasonable and proper (which said prices may, in the discretion of the Authority, be specified in such resolution), which said purchases may in the discretion of the Authority be made at public or private sale, with or without advertisement and with or without notice to any person other than the seller, and bonds theretofore issued and negotiated and then held by the Authority may be purchased as well as bonds held by others.

The said schedule of retirement provided with respect to any series which includes bonds issuable as aforesaid only under said Condition 4 shall specify mandatory periodic retirements of bonds of such series as aforesaid at such times and in such amounts that the prospective debt service upon bonds of such series (computed with the substitutions and upon the assumptions provided in the last two paragraphs of Section 3

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of this resolution) shall be such that either (a) the debt service, so computed, upon bonds of such series for any one calendar year shall not be more than 10% greater than the debt service so computed upon bonds of such series for any other calendar year beginning with the first calendar year on account of which said schedule of retirement shall specify any principal amount of bonds of such series to be retired and ending with the calendar year in which shall occur the latest maturity date of bonds of such series, or (b) the combined debt service, so computed, upon all Consolidated Bonds outstanding at the time such series is established (not including, however, any bonds to be refunded by the bonds of such series) and upon the bonds of such series themselves for any one calendar year shall not be more than 10% greater than the debt service, so computed, upon all such bonds for any other calendar year beginning with the first calendar year on account of which said schedule of retirement shall specify any principal amount of bonds of such series to be retired and ending with the calendar year in which shall occur the latest maturity date of bonds of such series, or (c) the combined debt service, so computed, on all bonds outstanding at the time such series is established which are secured by a pledge of the General Reserve Fund (not including, however, any bonds to be refunded by the bonds of such series) and upon the bonds of such series themselves for any one calendar year shall not be more than 10% greater than the debt service, so computed, on all such bonds for any other calendar year beginning with the first calendar year on account of which said schedule of retirement shall specify any principal amount of bonds of such series to be retired and ending with the calendar year in which shall occur the latest maturity date of bonds of such series.

With respect to series of Consolidated Bonds other than those which include bonds issuable as aforesaid only under said Condition 4, the Authority in its discretion may or may not provide for amortization and retirement before maturity, and if it does so provide, it may in its discretion select a sinking fund of any type or any other method to effect such amortization and retirement; but nothing herein contained shall in any way be deemed to eliminate the requirement that one or another of the four numbered conditions in Section 3 must exist in connection with any new Consolidated Bonds to be issued.

SECTION 9. Form and Execution.

Consolidated Bonds may be issued in such form (not inconsistent with this resolution) and executed in such manner as the Authority may determine.

Pending the execution and delivery of definitive bonds there may be executed and delivered (to the purchaser or purchasers of any Consolidated Bonds) interim receipts or temporary bonds in such form as the Authority may prescribe, which shall be exchangeable for definitive bonds in accordance with their terms. Until such interim receipts or temporary bonds are so exchanged, the rights of the holders thereof shall be the same as though they held the definitive bonds for which they are exchangeable.

SECTION 10. Investments.

The moneys in the Consolidated Bond Reserve Fund shall from time to time be deposited in such depositories as the Authority may designate or invested in bonds, notes or other obligations of (or fully guaranteed by) the United States, the State of New York or the State of New Jersey, and in bonds of the Authority itself, theretofore actually issued and negotiated, if secured by a pledge of the General Reserve Fund (including Consolidated Bonds).

The moneys derived from the sale of Consolidated Bonds shall from time to time be deposited in such depositories as the Authority may designate or invested in obligations of (or fully guaranteed by) the United States, *provided*, that such obligations shall mature not later than the date upon which the Authority intends to apply the proceeds so invested for the purpose for which such Consolidated Bonds were issued.

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The moneys in each of the several sinking funds which may be established for the retirement of bonds of the various series of Consolidated Bonds, shall be deposited in such depositories as the Authority may designate or invested only in direct obligations of the United States, *provided*, that such obligations shall mature (or shall be redeemable at the option of the holder) at least five days prior to any date upon which such moneys must be applied to the retirement of Consolidated Bonds as provided in the resolutions establishing such series.

The net revenues pledged as security for Consolidated Bonds shall be deposited in such depositories as the Authority may designate or invested as provided in the next preceding paragraph for sinking fund moneys, *provided*, that any excess over debt service on all bonds secured by a pledge of such revenues for the year during which such revenues are derived may be invested as provided for Consolidated Bond Reserve Fund moneys.

Except as otherwise provided in Section 16 of this resolution, Consolidated Bonds held by the Authority shall have the same rights as though purchased or held by others.

SECTION 11. **Sinking Funds and Special Reserve Funds of Bonds of Prior Issues.**

Upon the cancellation, at or prior to maturity, of all of the then outstanding bonds of any particular series of any prior issue of bonds, any remaining balances of any sinking fund established for such particular series shall be paid into the Consolidated Bond Reserve Fund subject to the pledge thereof in favor of the holders of Consolidated Bonds, to be accumulated or applied as provided in Section 7 hereof. Upon the cancellation, at or prior to maturity, of all of the then outstanding bonds of each of the prior issues of bonds, any remaining balances of any special reserve fund established for the benefit of the bonds of such particular prior issue of bonds shall be paid into the Consolidated Bond Reserve Fund subject to the pledge thereof in favor of the holders of Consolidated Bonds, to be accumulated or applied as provided in Section 7 hereof.

SECTION 12. **Miscellaneous Covenants.**

The Authority covenants and agrees with the holders of Consolidated Bonds, and with each such holder, as follows:

(a) Fully and faithfully to perform all duties required by the Constitutions and Statutes of the United States and of the States of New York and New Jersey, and by the Compact of April 30, 1921, between said two States, with reference to all facilities the net revenues of which are pledged as security for Consolidated Bonds, — those hereafter established, constructed or acquired by it, as well as those presently owned, leased or operated by it.

(b) Not to issue any more General and Refunding Bonds of the issue established March 18, 1935, Air Terminal Bonds of the issue established June 18, 1948 or Marine Terminal Bonds of the issue established November 23, 1948 in addition to the bonds of those issues outstanding at the adoption of this resolution. This covenant and agreement shall not only be with and for the benefit of holders of Consolidated Bonds but shall also be with and for the benefit of holders of outstanding bonds of prior issues and shall not be subject to modification except in accordance with the provisions of the resolutions establishing such prior issues in addition to the provisions of Section 16 of this resolution.

(c) To proceed promptly and in an economical and efficient manner with the effectuation, establishment, acquisition, construction, rehabilitation or improvement of all facilities, the effectuation, establishment, acquisition, construction, rehabilitation or improvement whereof is financed with Consolidated Bonds.

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(d) To maintain in good condition all facilities the surplus revenues of which are payable into the General Reserve Fund, and to operate them in an efficient and economical manner, making all such renewals and replacements and acquiring and using all such equipment as the Authority shall determine to be necessary or desirable for the proper and economical maintenance and operation thereof.

(e) To make such improvements as part of or in connection with facilities the surplus revenues of which are payable into the General Reserve Fund as the Authority shall determine to be necessary or desirable as incidental to or in connection with the operation of said facilities.

(f) To establish and collect flight fees, wharfage, dockage, rents, tolls and other charges in connection with facilities the net revenues of which are pledged as security for Consolidated Bonds, to the end that at least sufficient net revenues may be produced therefrom at all times to provide for the debt service upon all Consolidated Bonds.

(g) In the event the net revenues pledged as security for Consolidated Bonds are insufficient to provide for the debt service upon any or all Consolidated Bonds, to make good any deficiency out of the General Reserve Fund or other available revenues, moneys or funds; and for that purpose to establish, maintain and collect flight fees, wharfage, dockage, rents, tolls and other charges in connection with facilities the surplus revenues of which are payable into the General Reserve Fund (including facilities the net revenues of which are not pledged as security for Consolidated Bonds), to the end that combined surplus revenues may be produced therefrom at least sufficient to make good (through the medium of the General Reserve Fund) any deficiency in the debt service upon Consolidated Bonds, *provided, however*, that nothing herein contained shall be deemed to constitute an agreement or covenant by the Authority to make any payments into the General Reserve Fund in excess of the payments required to be made pursuant to the General Reserve Fund statutes.

(h) To keep all facilities the surplus revenues of which are payable into the General Reserve Fund (and all structures, equipment and properties forming part thereof) insured, if such insurance is obtainable at reasonable rates and upon reasonable conditions, against such risks, in such amounts and with such deductibles as the Authority shall deem necessary for the protection of the holders of Consolidated Bonds.

(i) Duly and punctually to pay or cause to be paid the debt service upon all underlying mortgage bonds outstanding in connection with all or any part of any facility the surplus revenues of which are payable into the General Reserve Fund, in strict conformity with the terms of such bonds.

(j) To make all such expenditures as the Authority shall determine are necessary or desirable for, in connection with or incidental to the fulfillment of any of the covenants or other undertakings assumed by the Authority to or for the benefit of the holders of any Consolidated Bonds in this Section 12 or in any other section of this resolution or in any other resolution relating to Consolidated Bonds.

(k) In case any facility or any real property constituting a portion of a facility, the net revenues of which are pledged as security for Consolidated Bonds, is sold by the Authority or is condemned pursuant to the power of eminent domain, to apply the net proceeds of such sale or condemnation to capital expenditures upon facilities the net revenues of which are pledged as security for Consolidated Bonds, or to the retirement of Consolidated Bonds or bonds of prior issues after satisfying any prior obligations in respect of such facilities or in respect of the disposition of such proceeds; provided, however, that nothing herein contained shall be construed to prevent the Authority from applying the

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

award in any condemnation proceeding in accordance with the Agreement with respect to the Newark Marine and Air Terminals between the City of Newark and the Authority, dated October 22, 1947, or the Agreement with respect to Municipal Air Terminals between the City of New York and the Authority, dated April 17, 1947, or any lease or other agreement for the use of real property heretofore or hereafter entered into by the Authority whether as landlord, tenant, licensor, licensee or otherwise.

SECTION 13. **Registrars and Paying Agents.**

The Authority shall designate one or more Registrars and Paying Agents to act as such for and in connection with each series of Consolidated Bonds, and may in its discretion, from time to time, terminate such appointments or designations, designate new, substitute or additional Registrars and Paying Agents, designate separate and different Registrars and Paying Agents in connection with different series or installments of Consolidated Bonds, and designate itself to act as Registrar or Paying Agent; provided, that if the Authority shall provide for the authentication of the bonds of any series by the Registrar thereof, it shall not designate itself to act as such Registrar.

SECTION 14. **Evidence of Ownership.**

Any notice to the contrary notwithstanding, the Authority and its Registrars and Paying Agents may, at the option of the Authority, treat the following persons as the absolute owners of Consolidated Bonds or coupons for the purpose of paying principal or interest and for all other purposes whatsoever:

(a) In the case of bonds not registered as to principal, — the person or persons in possession of such bonds.

(b) In the case of the coupons of any bonds not registered as to interest, — the person or persons in possession of such coupons.

(c) In the case of bonds registered as to both principal and interest in accordance with the provisions established by the Authority for such registration, — the person or persons in whose name such bonds are registered.

(d) In the case of bonds registered as to principal only in accordance with the provisions established by the Authority for such registration, — the person or persons in whose name such bonds are registered, except for the purpose of paying interest represented by outstanding coupons.

SECTION 15. **Liability.**

No Commissioner, officer, agent, representative, employee, Registrar or Paying Agent of the Authority shall be held personally liable to any purchaser or holder of any Consolidated Bond under or upon such bond, or under or upon this resolution or any resolution hereafter adopted relating to Consolidated Bonds, or because of the issuance or attempted issuance of any Consolidated Bonds, or because of any act or omission in connection with the construction, acquisition, effectuation, operation or maintenance of any facility of the Authority, or because of any act or omission in connection with the investment or management of the revenues, funds or moneys of the Authority, or otherwise in connection with the management of its affairs, excepting solely for things willfully done with an intent to defraud or willfully omitted to be done with an intent to defraud.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

SECTION 16. Modifications.

(a) The Authority may from time to time and at any time, without authorization, consent or other action by any of the holders of Consolidated Bonds, modify or amend this resolution, or any other resolution relating to Consolidated Bonds, but only for the purpose of curing any ambiguity or of curing or correcting any defective or inconsistent provision, or for any other purpose not inconsistent with this resolution or with any other resolution relating to Consolidated Bonds; *provided*, that no such amendment made pursuant to this sub-section (a) shall alter or impair the obligation of the Authority, which is absolute and unconditional, to pay the principal and interest of any bond at the time and place and at the rate or amount and in the medium of payment prescribed therein, or shall alter or impair the security of any bond, or otherwise alter or impair any rights of any bondholder.

(b) In addition to the power given in sub-section (a) of this Section 16, any of the terms or provisions of this resolution (or of any resolution amendatory of or supplemental to this resolution) may be amended, repealed or modified in the manner hereinafter set forth in this Section 16, for the purpose of modifying or amending in any particular any of the terms or provisions (including, without limiting the generality of the foregoing, any provisions regarding amortization and retirement) of any of the Consolidated Bonds or of any of the coupons pertaining thereto; *provided*, that no such amendment, repeal or modification shall alter or impair the obligation of the Authority, which is absolute and unconditional, to pay the principal and interest of any Consolidated Bond at the time and place and at the rate or amount and in the medium of payment prescribed therein, without the express consent of the holder of such bond.

i. Whenever the Authority shall desire any such amendment, repeal or modification of any of the provisions of this resolution (or of any resolution amendatory of or supplemental to this resolution), it shall call a meeting of the holders of Consolidated Bonds (or if the amendment, repeal or modification proposed shall affect the rights of the holders of such bonds of only one or more particular series or installments, then of the holders of all Consolidated Bonds of each such series or installment so to be affected) for the purpose of considering and acting upon any such proposed amendment, repeal or modification. A notice specifying the purpose, place, date and hour of such meeting shall be published by the Authority in a daily newspaper of general circulation in the City of New York, State of New York, and also in one or more daily newspapers of general circulation in one or more of the following cities: the City of Boston, Commonwealth of Massachusetts; the City of Philadelphia, Commonwealth of Pennsylvania; the City of Chicago, State of Illinois; and the City of San Francisco, State of California. Such notice shall be published once a week for four consecutive weeks, the first publication to be not less than thirty days nor more than ninety days prior to the date fixed for the meeting. Such notice shall briefly set forth the nature of the proposed amendment, repeal or modification, and shall give notice that a copy thereof is on file with the Authority for inspection by the holders of the bonds. On or before the date of the first publication of the notice, a similar written or printed notice shall be mailed by the Authority, postage prepaid, to the holders of such bonds registered either as to principal or as to both principal and interest, at the addresses appearing on the registry books of the Authority, and who are to be affected by the proposed amendment, repeal or modification. The actual receipt by any bondholder of notice of such meeting shall not be essential to the validity of such meeting, and a certificate by the Authority, duly executed by its Chairman or Vice-Chairman, that the meeting has been called and notice thereof given as herein provided, shall be conclusive as against all parties, and it shall not be open to any bondholder to show that he failed to receive notice of such meeting or to object to the form of such notice, *provided*, that such notice shall conform substantially to the provisions of this subdivision i of this sub-section (b) of this Section 16.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

ii. No person shall be entitled to vote at such meeting unless he shall be a holder of a Consolidated Bond or shall hold a proxy duly executed by such a bondholder, and (1) he shall present at the meeting his Consolidated Bond or Bonds (or in the case of the holder of a proxy, the Consolidated Bond or Bonds of his principal), or (2) he shall present at the meeting a certificate of the character herein described in subdivision iii of this sub-section (b) of this Section 16, or (3) his name (or, in the case of the holder of a proxy, the name of his principal) shall appear as a registered bondholder on the list prepared and presented to the meeting by the Registrar as provided in subdivision iii of this sub-section (b) of this Section 16.

iii. Any holder of Consolidated Bonds may, prior to any such meeting, deliver his Consolidated Bond or Bonds, at his own expense, to any Registrar of Consolidated Bonds, or to such bank, banking firm or trust company as shall be satisfactory to the Authority, and thereupon shall be entitled to receive an appropriate receipt for the bonds so deposited, calling for the re-delivery of such bonds at any time after the meeting. A certificate signed by any such Registrar, or by any such bank, banking firm or trust company that the bonds have been so deposited, and giving the amount, denomination, series and numbers thereof, shall be sufficient evidence to permit the holder of any such certificate, including the holder of a proxy who shall produce such certificate, to be present and to vote at any meeting. The Registrar or Registrars of Consolidated Bonds shall prepare and deliver to the Authority at the time of the convening of the meeting, a list of the names and addresses of the registered holders of the bonds proposed to be affected by said amendment, repeal or modification, as of the close of business on the day before the date set for the meeting, or the date to which such meeting shall have been adjourned, together with a statement of the denominations, series and numbers of the bonds registered in the name of each such registered holder.

iv. The Authority shall present to the meeting at the convening thereof, a statement in writing duly executed by its Chairman or Vice-Chairman or by the Chairman or Vice-Chairman of its Committee on Finance, listing the denominations, series and numbers of all bonds of all series proposed to be affected by said amendment, repeal or modification, owned by it or held for its account directly or indirectly, including any bond registered in the name of the Authority or held for the account of any debt reserve fund of the Authority, and no person shall be permitted at the meeting to cast any vote or give any consent because of any bonds listed on such statement, and no such bonds (hereinafter referred to as Authority-owned bonds) shall be counted in determining any vote at such meeting, including the determination of whether or not a quorum is present.

v. A representation of at least 60% in aggregate principal amount of the Consolidated Bonds then outstanding (exclusive of Authority-owned bonds) or, if the amendment, repeal or modification proposed shall only affect the rights of the holders of one or more particular series or installments of Consolidated Bonds, then 60% in aggregate principal amount of the bonds outstanding (exclusive of Authority-owned bonds) of each such series or installment so to be affected, shall be necessary to constitute a quorum at any such meeting of bondholders; but less than a quorum may adjourn the meeting from time to time and the meeting may be held as adjourned without further notice, whether such adjournment shall have been held by a quorum or by less than a quorum. The Authority shall designate a Commissioner or officer of the Authority to preside as temporary chairman, and such temporary chairman shall immediately call for nominations for a permanent chairman for such meeting. Such permanent chairman shall be some person who shall be a bondholder, or the holder of a proxy, entitled to vote at the meeting. At such meeting each person shall be entitled to one vote for each \$1,000 principal amount of such bonds held or represented by him as provided in subdivision ii of this sub-section (b) of this Section 16, and such vote shall be cast by ballot. Except as herein provided, the meeting may adopt its own rules of procedure.

SECTION III—BONDS, NOTES AND OTHER OBLIGATIONS

vi. At any such meeting held as aforesaid, the Authority shall submit for consideration and action of the holders of Consolidated Bonds or, if the amendment, repeal or modification proposed shall only affect the rights of the holders of one or more particular series or installments of Consolidated Bonds, then of the bondholders of each such series or installments to be affected, a proposed resolution embodying the amendment, repeal or modification to be considered by the meeting. If such proposed resolution shall be consented to and approved (either in person or by proxy) by the holders of at least 60% in aggregate principal amount of the bonds to be affected thereby outstanding at the time (exclusive of Authority-owned bonds), then, and in such case, the Authority shall thereby be authorized and empowered to adopt such resolution, and any such resolution so adopted by the Authority shall be binding upon all bondholders, whether or not present at such meeting in person or by proxy, *provided* that no such amendment, repeal or modification shall affect the rights of the holders of one or more series or installments of Consolidated Bonds in a manner or to an extent differing from that in or to which the rights of holders of any other series or installments of Consolidated Bonds are affected unless such resolution shall be approved (either in person or by proxy) by the holders of at least 60% in aggregate principal amount of the Consolidated Bonds then outstanding (exclusive of Authority-owned bonds) of each such series or installment so affected; and no bondholder shall have any right or cause to object to the adoption of any such resolution by the Authority or to object to any of the terms or provisions therein contained or the exercise thereof or of the authorizations contained therein, or in any manner to question the propriety of the adoption thereof or to enjoin or restrain the Authority from executing the same or from taking any action pursuant to the provisions thereof.

vii. Upon the adoption by the Authority of any resolution pursuant to the provisions of this Section 16, this resolution (and any resolution supplemental to or amendatory of this resolution) shall be and be deemed to be modified and amended in accordance therewith, and the respective rights, duties and obligations of the Authority and all holders of outstanding bonds shall be thereafter determined, exercised and enforced subject, in all respects, to such modifications and amendments.

viii. Minutes of all resolutions adopted and proceedings had at every such meeting shall be made and duly entered in books to be from time to time provided for that purpose by the Authority, and any such minutes as aforesaid, if signed by the chairman of the meeting at which such resolutions were passed or proceedings had, shall be prima facie evidence of the matters therein stated, and until the contrary is proved, every such meeting in respect of the proceedings of which minutes shall have been so made and signed shall be deemed to have been duly held and conveyed, and all resolutions passed thereat or proceedings had thereat shall be deemed to have been duly passed and had.

As used above in this Section 16, the terms “bond” and “Consolidated Bond” shall include any interim receipt therefor; and the terms “bondholder” and “holder” of a “Consolidated Bond” shall include the holder of such an interim receipt.

SECTION 17. **Determinations.**

Whenever in this resolution it is provided that any selection, designation, determination or estimate shall or may be made by the Authority or that any action may be taken or withheld by the Authority or that any action shall or may be taken or withheld at the option of or dependent upon the opinion, discretion or judgment of the Authority, then the Authority’s such selection, designation, determination, estimate, action, option, opinion, discretion or judgment expressed by its Board of Commissioners or by a committee or officer or other person duly authorized shall be conclusive for the purposes of this resolution.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

General

An important function of the Port Authority is the effectuation of the Comprehensive Plan for the development of the Port District, which was adopted by the two States in 1922 and supplemented from time to time thereafter.

By legislation adopted in 1931, the two States declared that the vehicular traffic moving across interstate waters within the Port District constitutes a general movement of traffic which follows the most accessible and practicable routes, and that the users of each such vehicular bridge or tunnel across these waters benefit by the existence of every vehicular bridge or tunnel, since all of the bridges or tunnels relieve congestion and facilitate the movement of traffic. Accordingly, the two States provided that the construction and operation of such bridges and tunnels authorized by State law should be unified under the Port Authority. The legislation referred to leaves the Congress of the United States free to exercise its powers with respect to interstate crossings.

In 1947, the two States adopted legislation authorizing municipalities in the Port District to cooperate with the Port Authority in the development of marine terminals and empowered them to consent to the use by the Port Authority of any municipally owned marine terminal development, including the right to convey, lease or otherwise transfer such marine terminal development to the Port Authority. The Port Authority may also acquire privately owned marine terminal properties under the original Compact.

The two States also adopted legislation in 1947 declaring that the problem of furnishing proper and adequate air terminal facilities within the Port District is a regional and interstate problem and that it should be the policy of the two States to encourage the integration of air terminals so far as practicable in a unified system. In furtherance of said policy and in partial effectuation of the Comprehensive Plan, the Port Authority was authorized to proceed with air terminal development within the Port District. These statutes were amended during 1971-1973 to authorize the Port Authority to provide mass transportation facilities connecting with JFK Airport and Newark Airport. These statutes, and the marine terminal statutes noted above, were amended in 1978 to authorize the Port Authority to participate in the effectuation of legislatively designated highway projects in the vicinity of an air or marine terminal providing improved access to such air or marine terminal and in 1980 to authorize the Port Authority to participate in the effectuation of certain port-related railroad freight projects related or of benefit to Port Authority marine or air terminals or to the protection or promotion of the commerce of the Port District.

In 1962, the two States authorized the Port Authority to proceed with the acquisition, rehabilitation and operation of the Hudson Tubes, consisting of the properties formerly operated by the Hudson & Manhattan Railroad Company, and certain extensions to the Hudson Tubes; also the States authorized a new facility of commerce known as the World Trade Center. Additionally, the Port Authority was authorized to cooperate with other agencies of government in the rehabilitation and redevelopment of the Hudson Tubes-World Trade Center areas, in part for the purpose of the renewal and improvement of such areas, as part of this port development project. These statutes were amended during 1972-1974 to authorize the Port Authority to effectuate an extension of the Hudson Tubes from the City of Newark to the vicinity of the City of Plainfield in New Jersey and to undertake a series of New Jersey rail improvements with respect to direct Erie-Lackawanna Railroad service into Pennsylvania Station in New York City. The amendments also provided for the repeal of the provisions of the statutory covenant with the holders of

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

affected bonds of the Port Authority contained in the 1962 legislation which limited the Port Authority's financial participation in additional deficit passenger railroad facilities. The Supreme Court of the United States determined that the retroactive application of the repeal to affected bonds issued prior to May 10, 1973, was invalid as a violation of the United States Constitution. The last series of Consolidated Bonds to which this statutory covenant applied was redeemed on September 1, 2001.

In 1967, the State of New York adopted legislation, and in 2007, the State of New Jersey adopted concurrent legislation, which authorized the Port Authority to acquire and operate one air terminal in New York and one air terminal in New Jersey, located outside the Port District, with the site of each such air terminal subject to the approval of the Governor thereof.

In 1978, the two States adopted legislation declaring that to prevent further deterioration of the economy of the Port District and to promote, preserve and protect trade and commerce in and through the Port District, it is the policy of the two States actively to promote, attract, encourage and develop economically sound commerce and industry through governmental action. In furtherance of said policy and in partial effectuation of the Comprehensive Plan, the Port Authority was authorized to proceed with the development of industrial development projects, including resource recovery and industrial pollution control facilities.

In 1979, the two States adopted legislation which, as amended in 1982, authorized the Port Authority to acquire, develop, finance and transfer, subject to appropriate certifications, up to \$440,000,000 of buses and ancillary bus facilities in the States of New York and New Jersey, with up to \$220,000,000 allocated in each State, for the purpose of leasing, selling, transferring or otherwise disposing of such buses and ancillary bus facilities to either State or to any public authority, agency, commission, city or county thereof. The legislatures determined that the economic viability of the existing facilities operated by the Port Authority is dependent upon the effective and efficient functioning of the transportation network of the northern New Jersey-New York metropolitan area and that access to and proper utilization of such Port Authority facilities would be adversely affected if users of bus transportation were to find such transportation unavailable or significantly curtailed.

In 1984, the Port Authority was authorized to participate in effectuating certain mixed-use waterfront development projects in each of the States. The legislatures determined that the Port Authority, in view of its extensive experience both in waterfront construction and administration of waterfront projects, is a proper agency to act on behalf of either State in the redevelopment of specific waterfront areas in the Port District which are no longer utilized in the movement of cargo or which are related to the movement of passengers and their vehicles or to the operation or development of any other Port Authority project or facility.

Statutes

Chapter 154 of the Laws of New York of 1921, as amended by Chapter 419 of the Laws of New York of 1930, by Chapter 531 of the Laws of New York of 1972 and by Chapter 275 of the Laws of New York of 1992 (McK. Unconsol. Laws §§ 6401-6423), and Chapter 151 of the Laws of New Jersey of 1921, as amended by Chapter 244 of the Laws of New Jersey of 1930, by Chapter 69 of the Laws of New Jersey of 1972 and by Chapter 395 of the Laws of New Jersey of 1991 (N.J.S.A. 32:1-1 to 24), containing the Compact between the two States creating the Port Authority, and S.J. Res. 88, 67th Cong., 42 Stat. 174 (1921) [Public Resolution No. 17], consenting thereto.

Chapter 9 of the Laws of New Jersey of 1922 (N.J.S.A. 32:1-25 to 35), and Chapter 43 of the Laws of New York of 1922 (McK. Unconsol. Laws §§ 6451-6461), adopting a Comprehensive Plan for the

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development of the Port District, and H.R.J. Res. 337, 67th Cong., 42 Stat. 822 (1922) [Public Resolution No. 66], consenting thereto.

Chapter 333 of the Laws of New Jersey of 1927, as amended by Chapter 20 of the Laws of New Jersey of 1972 (N.J.S.A. 32:2-6 to 9), and Chapter 700 of the Laws of New York of 1927, as amended by Chapter 215 of the Laws of New York of 1956 and Chapter 602 of the Laws of New York of 1972 (McK. Unconsol. Laws §§ 7151-7154), relating to the time period for gubernatorial action with respect to minutes of the Board of Commissioners.

Chapter 114 of the Laws of New Jersey of 1930 (N.J.S.A. 32:2-24), and Chapter 486 of the Laws of New York of 1928, and Chapter 46 of the Laws of New York of 1931, as amended by Chapter 635 of the Laws of New York of 1951 (McK. Unconsol. Laws § 312), making certain inland and marine terminal bonds legal for investment* and eligible for deposit as security with certain public officers and agencies.

Chapter 4 of the Laws of New Jersey of 1931 (N.J.S.A. 32:1-118 to 140), and Chapter 47 of the Laws of New York of 1931 (McK. Unconsol. Laws §§ 6501-6525), relating to the construction, operation and financing of interstate vehicular bridges and tunnels, as amended by Chapter 11 of the Laws of New Jersey of 1954, and Chapter 180 of the Laws of New York of 1954, relating to the third tube of the Lincoln Tunnel, as further amended by Chapter 156 of the Laws of New Jersey of 1956, and Chapter 807 of the Laws of New York of 1955, relating to the second deck of the George Washington Bridge.

Chapter 5 of the Laws of New Jersey of 1931, as amended by Chapter 197 of the Laws of New Jersey of 1945 (N.J.S.A. 32:1-141 to 143), and Chapter 48 of the Laws of New York of 1931, as amended by Chapter 163 of the Laws of New York of 1945 (McK. Unconsol. Laws §§ 7001-7003), relating to the use of Port Authority revenues.

Sections 98, 105 and 106 of the New York State Finance Law, relating to the investment of state funds in bonds of the Port Authority, and authorizing Port Authority bonds as security for deposit of moneys by state officers and by certain others.

Chapter 24 of the Laws of New York of 1937, as amended by Chapter 141 of the Laws of New York of 1953 (McK. Unconsol. Laws § 313), and Chapter 83 of the Laws of New Jersey of 1937, as amended by Chapter 81 of the Laws of New Jersey of 1953 (N.J.S.A. 32:2-24.1), making General and Refunding Bonds and Consolidated Bonds legal for investment* and eligible for deposit as security with certain public officers and agencies.

Chapter 410 of the Laws of New York of 1944, as amended by Chapter 899 of the Laws of New York of 1945 and by Chapter 432 of the Laws of New York of 1949, relating to the Port Authority Grain Terminal.

Chapter 163 of the Laws of New York of 1945 (McK. Unconsol. Laws § 6731), relating to motor truck terminals and making motor truck terminal bonds legal for investment* and eligible for deposit as security with certain public officers and agencies.

Chapter 197 of the Laws of New Jersey of 1945 (N.J.S.A. 32:1-141.1), relating to motor truck terminals and making motor truck terminal bonds and grain terminal bonds legal for investment* and eligible for deposit as security with certain public officers and agencies.

* *I.e.* securities in which public officers, banks and savings banks, insurance companies, trustees and other fiduciaries may legally invest funds.

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Chapter 95 of the Laws of New Jersey of 1946 (N.J.S.A. 32:2-23.1 to 23.5), and Chapter 443 of the Laws of New York of 1946 (McK. Unconsol. Laws §§ 6701-6706), relating to the financing and effectuation of a motor bus terminal.

Chapter 43 of the Laws of New Jersey of 1947, as amended by Chapter 214 of the Laws of New Jersey of 1948, by Chapter 245 of the Laws of New Jersey of 1971, by Chapter 207 of the Laws of New Jersey of 1972, by Chapter 365 of the Laws of New Jersey of 1977, by Chapter 157 of the Laws of New Jersey of 1980 and by Chapter 75 of the Laws of New Jersey of 2007 (N.J.S.A. 32:1-35.1 to 35.27f) and by Chapter 75 of the Laws of New Jersey of 2007 (N.J.S.A. 32:1-35.27e to 1-35.27f), and Chapter 802 of the Laws of New York of 1947, as amended by Chapter 785 of the Laws of New York of 1948, by Chapter 717 of the Laws of New York of 1967 (McK. Unconsol. Laws § 6631), by Chapters 474 and 475 of the Laws of New York of 1971, by Chapter 317 of the Laws of New York of 1973, by Chapter 792 of the Laws of New York of 1978 and by Chapter 470 of the Laws of New York of 1980 (McK. Unconsol. Laws §§ 6631-6647), relating to the financing and effectuation of air terminals.

Chapter 44 of the Laws of New Jersey of 1947, as amended by Chapter 212 of the Laws of New Jersey of 1948, by Chapter 365 of the Laws of New Jersey of 1977 and by Chapter 157 of the Laws of New Jersey of 1980 (N.J.S.A. 32:1-35.25 to 35.36), and Chapter 631 of the Laws of New York of 1947, as amended by Chapter 784 of the Laws of New York of 1948, by Chapter 792 of the Laws of New York of 1978 and by Chapter 470 of the Laws of New York of 1980 (McK. Unconsol. Laws §§ 6671-6678), relating to marine terminals. This legislation was further amended by Chapter 9 of the Laws of New Jersey of 1983 (N.J.S.A. 32:1-35.36c to 35.36k) and Chapters 676 and 677 of the Laws of New York of 1984, respectively, relating to the acquisition, development and financing of waterfront development projects.

Chapter 301 of the Laws of New York of 1950, as amended by Chapter 938 of the Laws of New York of 1974 (McK. Unconsol. Laws §§ 7101-7112), Chapter 143 of the Laws of New York of 1953 (McK. Unconsol. Laws §§ 7131-7136) and Chapter 599 of the Laws of New York of 1977 (McK. Unconsol. Laws §§ 7141-7142); and Chapter 204 of the Laws of New Jersey of 1951 (N.J.S.A. 32:1-157 to 168), Chapter 172 of the Laws of New Jersey of 1953 (N.J.S.A. 32:1-169 to 174), and Chapter 363 of the Laws of New Jersey of 1977 (N.J.S.A. 32:1-175, 176), relating to suits against the Port Authority.

Chapter 51 of the Laws of New Jersey of 1955 (N.J.S.A. 32:119.2), and Chapter 810 of the Laws of New York of 1955 (McK. Unconsol. Laws § 6504), relating to the construction of a peripheral automobile parking lot as an improvement to any bridge or tunnel.

Chapter 16 of the Laws of New Jersey of 1956 (N.J.S.A. 32:2-34 to 36), and Chapter 444 of the Laws of New York of 1956 (McK. Unconsol. Laws §§ 6751-6754), authorizing the Port Authority to contribute to the cost of certain extensions to the New Jersey Turnpike.

Chapter 8 of the Laws of New Jersey of 1962, as amended by Chapter 208 of the Laws of New Jersey of 1972 and by Chapter 25 of the Laws of New Jersey of 1974 (N.J.S.A. 32:1-35.50 to 35.68), and Chapter 209 of the Laws of New York of 1962, as amended by Chapter 1003 of the Laws of New York of 1972, by Chapter 318 of the Laws of New York of 1973 and by Chapter 993 of the Laws of New York of 1974 (McK. Unconsol. Laws §§ 6601-6618), relating to the World Trade Center, the Hudson Tubes and the Hudson Tubes extensions, and the use of Port Authority revenues.

Chapter 110 of the Laws of New Jersey of 1978 (N.J.S.A. 32:1-35.72 to 35.93) and Chapter 651 of the Laws of New York of 1978 (McK. Unconsol. Laws §§ 7171-7192), relating to the effectuation of industrial development projects and facilities and the use of Port Authority revenues, and Public Law No. 96-163, 96th Congress, First Session (93 Stat. 1242), consenting thereto.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Chapter 33 of the Laws of New Jersey of 1979, as amended by Chapter 407 of the Laws of New Jersey of 1981 (N.J.S.A. 32:2-23.27 to 23.42) and Chapter 12 of the Laws of New York of 1979, as amended by Chapter 314 of the Laws of New York of 1981 (McK. Unconsol. Laws §§ 7201-7217), relating to the acquisition, development, financing and transfer of buses and ancillary bus facilities.

Certain Other Relevant Federal Statutes

Act of March 23, 1906 (commonly known as the Bridge Act of 1906), Pub. L. No. 65, 34 Stat. 84 (1906), *as amended by* the Federal-Aid Highway Act of 1987, Pub. L. No. 100-17 § 135, 101 Stat. 132, 174 (1987) (codified in pertinent part at 33 U.S.C. § 508), relating to the establishment of tolls for passage or transit over bridges constructed under the authority of the Bridge Act of 1906.

Act of Oct. 17, 1978, Pub. L. No. 95-473, 92 Stat. 1337, 1360 (1978), *as amended by and restated in* the ICC Termination Act of 1995, Pub. L. No. 104-88 § 102(a), 109 Stat. 807 (1995) (codified in pertinent part at 49 U.S.C. § 10501(c)), relating to the exclusion, with certain limited exceptions, for mass transportation provided by local government authorities from the jurisdiction of the Surface Transportation Board.

Airport and Airway Improvement Act of 1982, Pub. L. No. 97-248, 96 Stat. 324 (1982), *as amended by and restated in* the Federal Aviation Reauthorization Act of 1996, Pub. L. No. 104-264, 110 Stat. 3213 (1996) (codified in pertinent part at 49 U.S.C. § 47133(b)), relating to the ability of certain airport owners and operators to use the revenues generated by an airport that is the subject of federal assistance for general debt obligations or other facilities of the owner or operator of such airport.

Air Transportation Safety and System Stabilization Act, Pub. L. No. 107-42 § 408, 115 Stat. 230 (2001), *as amended by* the Aviation and Transportation Security Act, Pub. L. No. 107-71 § 201(b), 115 Stat. 597 (2001), relating to the limitation on liability for claims arising from the terrorist attacks of September 11, 2001.

Aviation and Transportation Security Act, Pub. L. No. 107-71 § 101(a), 115 Stat. 597 (2001), *as amended by* the Homeland Security Act of 2002, Pub. L. No. 107-296, 116 Stat. 2135 (2002), relating to the creation of the Transportation Security Administration.

Pub. L. No. 107-230, 116 Stat. 1469 (2002), providing in pertinent part for a temporary waiver from certain transportation conformity requirements and metropolitan transportation planning requirements under the Clean Air Act of 1990 for certain areas in New York where the planning offices and resources have been destroyed by acts of terrorism.

National Construction Safety Team Act, Pub. L. No. 107-231, 116 Stat. 1471 (2002) (codified in pertinent part at 15 U.S.C. § 7311), relating to the establishment of teams to investigate certain building disasters.

Maritime Transportation Security Act of 2002, Pub. L. No. 107-295, 116 Stat. 2064 (2002), relating to security of port facilities.

Intelligence Authorization Act for Fiscal Year 2003, Pub. L. No. 107-306, 116 Stat. 2408, relating to the establishment of the National Commission on Terrorist Attacks Upon the United States.

National Historic Preservation Act of 1966, as amended, 16 U.S.C.A. § 470 *et seq.*

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (“CERCLA”), 42 U.S.C. § 9601 *et seq.*

National Environmental Policy Act of 1969 Pub. L. No. 91-190, § 102, 42 U.S.C. § 4332 (1994).

Terrorism Risk Insurance Program Reauthorization Act of 2019, Pub. L. No. 116-94, 133 Stat. 2534 (2019).

Resolutions

Resolution of March 9, 1931, as amended May 5, 1932, as further amended by the Resolution of October 9, 1952, establishing issue of Consolidated Bonds, and Resolution of September 22, 1932, relating to the General Reserve Fund.

Basic Resolution adopted March 18, 1935, as amended March 25, 1935, September 16, 1943, March 6, 1947, and October 23, 1947, establishing issue of General and Refunding Bonds.

Resolution of November 13, 1947, and Resolution of October 9, 1952, relating to the administration of the General Reserve Fund.

Resolution of June 18, 1948, establishing issue of Air Terminal Bonds.

Resolution of November 23, 1948, establishing issue of Marine Terminal Bonds.

Resolution of October 9, 1952, establishing issue of Consolidated Bonds.

Resolution of November 13, 1958, relating to the effect of the application of Consolidated Bonds, Twelfth Series, to the acquisition of the Erie Basin-Port Authority Marine Terminal.

Resolution of June 14, 1962, relating to the certification of the Hudson Tubes as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds or Consolidated Notes for purposes of capital expenditures in connection with that facility.

Resolution of September 9, 1965, relating to the certification of the World Trade Center as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of March 8, 1979, relating to the certification of the Port Authority Bus Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility; and resolution of May 13, 1982, relating to the certification of the extension of the Port Authority Bus Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of April 29, 1981, relating to the certification of the Oak Point Rail Freight Link as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Resolution of October 28, 1981, relating to the certification of the Bathgate Industrial Development Project as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolutions of September 9, 1982, as amended and supplemented by Resolutions of June 9, 1983, October 13, 1983, July 11, 1985, November 14, 1985, January 7, 1988, October 11, 1990, November 9, 1995, June 29, 2000, May 26, 2005, June 22, 2010, July 23, 2015, October 29, 2020, and December 18, 2025 with respect to the establishment and authorization of issuance of Port Authority Commercial Paper Obligations.

Resolution of June 9, 1983, relating to the certification of the Teleport as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of June 9, 1983, establishing issue of Special Project Bonds.

Resolution of June 14, 1984, relating to the certification of the Elizabeth Industrial Park as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of October 11, 1984, relating to the certification of the Pre-development Site Acquisition Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of October 11, 1984, relating to the certification of the Newark Legal and Communications Center as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of October 11, 1984, relating to the certification of the Greenville Yard-Port Authority Marine Terminal as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of May 9, 1985, as amended November 14, 1985, relating to the certification of the Essex County Resource Recovery Facility as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of June 13, 1985, relating to the certification of the Howland Hook Marine Terminal as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of December 11, 1986 (a portion of which appears in the Official Minutes of January 22, 1987), relating to the certification of an Imported Automobile Marine Terminal as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of May 14, 1987, relating to the certification of the Newark South Ward Industrial Park as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Resolution of September 10, 1987, relating to the certification of the Regional Development Facility as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolutions of July 14, 1988, March 8, 1989, May 11, 1989 (of the Committee on Finance of the Board of Commissioners of the Port Authority), November 14, 1991, April 9, 1992 (of the Committee on Finance of the Board of Commissioners of the Port Authority), October 13, 1994 and December 12, 1996, as modified by Resolution of November 18, 1999, relating to Port Authority Variable Rate Master Notes.

Resolutions of July 14, 1988, December 10, 1992 and April 27, 2005, as modified by Resolution of March 30, 2006, with respect to Interest Rate Exchange Contracts.

Resolution of September 14, 1989, relating to the certification of the New Jersey Marine Development Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolutions of September 14, 1989 and July 11, 1991, relating to the certification of the Regional Economic Development Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of September 14, 1989, relating to the certification of the Trans-Hudson Ferry Service as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolutions of November 14, 1991, establishing Consolidated Bonds, Eighty-fifth Series, Due 2029, and authorizing the issue and sale thereof; as a result of action taken at the time of sale of such Series, it is now known as “Consolidated Bonds, Eighty-fifth Series.”

Resolution of June 11, 1992, as modified by Resolutions of October 13, 1994, December 12, 1996 and November 18, 1999, with respect to the establishment and authorization of issuance of Port Authority Versatile Structure Obligations.

Resolution of June 11, 1992 (and procedures and subject matter exceptions of August 13, 1992, as modified by Resolution of December 14, 2006), relating to public attendance at meetings of the Board of Commissioners of the Port Authority and its committees.

Resolutions of June 10, 1993, in pertinent part establishing and authorizing the issuance of Consolidated Bonds, Ninety-third Series (as amended March 10, 1994 solely with respect to Consolidated Bonds, Ninety-third Series), and authorizing the sale thereof.

Resolutions of June 10, 1993, October 13, 1994 and December 12, 1996, as modified by Resolution of November 18, 1999, with respect to the establishment and authorization of issuance of Port Authority Equipment Notes.

Resolution of December 15, 1994, relating to the authority of the Committee on Operations of the Board of Commissioners of the Port Authority to take actions on behalf of the Board of Commissioners of the Port Authority.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Resolution of September 25, 1997, relating to the certification of the Hoboken South Waterfront Development project as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of September 25, 1997, relating to the certification of the Queens West Waterfront Development project as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of November 21, 2002, relating to the certification of the Regional Rail Freight Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of November 21, 2002, relating to the certification of the New York Transportation, Economic Development and Infrastructure Renewal Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of November 21, 2002, relating to the certification of the Regional Transportation Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of November 21, 2002, relating to the certification of the Hudson-Raritan Estuary Resources Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility; and resolution of April 23, 2014, relating to the certification of the Hudson-Raritan Estuary Resources Program II as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of February 23, 2006, relating to the certification of the Meadowlands Passenger Rail Facility as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of July 26, 2007, relating to the certification of Stewart International Airport as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolutions of July 26, 2007, May 22, 2008, July 28, 2011, March 29, 2012, June 28, 2012, August 1, 2012, and September 20, 2012 relating to the By-Laws of the Port Authority.

Resolutions of November 15, 2007, in pertinent part establishing and authorizing the issuance of Consolidated Bonds, One Hundred Fiftieth Series and Consolidated Bonds, One Hundred Fifty-third Series through Consolidated Bonds, One Hundred Sixty-first Series and authorizing the sale thereof (as amended pursuant to the resolution of January 22, 2009, solely with respect to the sale of Consolidated Bonds, One Hundred Fifty-fourth Series through Consolidated Bonds, One Hundred Sixty-first Series).

Resolution of June 30, 2008, relating to the certification of the Access to the Region's Core Project as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Resolutions of November 19, 2009, in pertinent part establishing and authorizing the issuance of Consolidated Bonds, One Hundred Sixty-second Series through Consolidated Bonds, One Hundred Seventy-third Series and authorizing the sale thereof (as amended pursuant to the resolution of May 25, 2011, solely with respect to the sale of Consolidated Bonds, One Hundred Sixty-eighth Series through Consolidated Bonds, One Hundred Seventy-third Series).

Resolutions of August 1, 2012, in pertinent part establishing and authorizing the issuance of Consolidated Bonds, One Hundred Seventy-fourth Series through Consolidated Bonds, One Hundred Ninety-first Series and authorizing the sale thereof (as amended pursuant to the resolution of October 16, 2013, solely with respect to the sale of Consolidated Bonds, One Hundred Seventy-eighth Series through Consolidated Bonds, One Hundred Ninety-first Series).

Resolution of February 19, 2015, endorsing the recommendations of the bi-state Special Panel on the Future of the Port Authority.

Resolution of March 19, 2015, establishing a Whistleblower Protection Policy for Port Authority employees.

Resolution of March 19, 2015, relating to the designation of the Port Authority's offices at 4 World Trade Center, 150 Greenwich Street, New York, New York 10007 as the location for service of process in the State of New York.

Resolutions of July 23, 2015, establishing and authorizing the issuance of Consolidated Bonds, One Hundred Ninety-second Series through Consolidated Bonds, Two Hundred Eleventh Series and authorizing the sale thereof.

Resolutions of April 28, 2016, relating to the enhanced transparency and efficiency of Port Authority public records access policy and access to personal information policy, as amended by the Resolution of December 7, 2017, relating to the Port Authority public records access policy.

Resolution of February 16, 2017, relating to the adoption of the 2017-2026 Capital Plan for the Port Authority.

Resolution of February 16, 2017, relating to further measures to improve Port Authority governance—oaths, conflicts of interest, and affirmative cooperation with investigations.

Resolution of February 16, 2017, relating to the certification of the Moynihan Station Transportation Program as an additional facility of the Port Authority and authorizing the issuance of Consolidated Bonds for purposes of capital expenditures in connection with that facility.

Resolution of September 28, 2017, relating to implementation of a comprehensive integrity program.

Resolution of October 26, 2017, relating to a Code of Ethics for the Commissioners of the Port Authority.

Resolutions of July 26, 2018, establishing and authorizing the issuance of Certain Series of Consolidated Bonds Commencing with the Two Hundred Twelfth Series and authorizing the sale thereof.

Resolution of September 26, 2019, relating to changes in the tolls schedule for vehicular interstate crossings and other fees.

SECTION IV—PERTINENT STATUTES AND GENERAL RESOLUTIONS

Resolution of September 26, 2019, relating to the reassessment and changes to the 2017-2026 Capital Plan.

Resolution of October 29, 2020, relating to the access fee for for-hire vehicles and taxis – adjustment of implementation date.

Resolutions of March 17, 2022, establishing and authorizing the issuance of Certain Series of Consolidated Bonds in 2022 and authorizing the sale thereof.

Resolution of November 17, 2022, establishing and authorizing the Special Obligation Institutional Loan Program.

Resolution of December 15, 2022, relating to the Port Authority Plan of Finance and Public Approval Process for Plan of AMT Debt Issuance.

Resolutions of December 15, 2022, establishing and authorizing the issuance of Certain Series of Consolidated Bonds in 2023 and authorizing the sale thereof.

Resolution of December 14, 2023, relating to the Port Authority Authorization for Consolidated Bonds and Notes and Public Approval Process for Plan of Financing for Plan of AMT Debt Issuance.

Resolutions of December 14, 2023, establishing and authorizing the issuance of Certain Series of Consolidated Bonds in 2024 and authorizing the sale thereof.

Resolutions of December 14, 2023, establishing and authorizing the issuance of Certain Series of Consolidated Notes in 2024 and authorizing the sale thereof.

Resolution of December 12, 2024, relating to the approval and adoption of the Port Authority’s Budget for 2025 with respect to capital and operating expenses.

Resolutions of December 12, 2024, establishing and authorizing the issuance of Certain Series of Consolidated Bonds in 2025 and authorizing the sale thereof.

Resolutions of December 12, 2024, establishing and authorizing the issuance of Certain Series of Consolidated Notes in 2025 and authorizing the sale thereof.

Resolution of December 18, 2025, authorizing the Capital Plan for 2026-2035 and changes in tolls schedule for vehicular interstate crossings, PATH System fare increase and other fees.

Resolution of December 18, 2025, relating to the approval and adoption of the Port Authority’s Budget for 2026 with respect to capital and operating expenses.

Resolutions of December 18, 2025, establishing and authorizing the issuance of Certain Series of Consolidated Bonds in 2026 and authorizing the sale thereof.

Resolutions of December 18, 2025, establishing and authorizing the issuance of Certain Series of Consolidated Notes in 2026 and authorizing the sale thereof.

SECTION V—SCHEDULES OF OUTSTANDING DEBT

The following schedule sets forth, on an accrual basis, as of the date of this Official Statement, the debt service on the outstanding Consolidated Bonds. Amounts shown for the year 2026 have not been adjusted to reflect payments made in 2026 other than to reflect the refundings of series of Consolidated Bonds that occurred in 2026 prior to the date of this schedule. "Total All Issues" includes (i) the Bonds and (ii) \$100,000,000 Consolidated Bonds, Ninety-Third Series with interest included in each of the years 2026 through 2069, and with principal and interest included on a cumulative basis during the period 2070 through 2094. Not included are the Special Obligations of the Port Authority.

Year	TOTAL ALL ISSUES		
	Total	Interest	Amortization
	Total Principal Amount \$24,694,650		
2026	\$1,674,581	\$1,135,711	\$538,870
2027	1,687,628	1,113,578	574,050
2028	1,681,868	1,087,543	594,325
2029	1,704,278	1,062,028	642,250
2030	1,703,656	1,023,526	680,130
2031	1,703,518	992,578	710,940
2032	1,703,419	959,189	744,230
2033	1,703,405	922,985	780,420
2034	1,694,117	885,752	808,365
2035	1,694,503	847,013	847,490
2036	1,685,559	804,789	880,770
2037	1,615,125	762,345	852,780
2038	1,533,368	722,643	810,725
2039	1,546,061	681,521	864,540
2040	1,445,629	642,189	803,440
2041	1,396,513	603,558	792,955
2042	1,398,216	567,831	830,385
2043	1,372,402	529,007	843,395
2044	1,299,643	492,508	807,135
2045	1,300,146	451,811	848,335
2046	1,162,548	415,238	747,310
2047	1,169,152	380,992	788,160
2048	1,135,353	343,698	791,655
2049	1,009,950	307,760	702,190
2050	910,386	274,901	635,485
2051	906,378	244,068	662,310
2052	663,438	215,513	447,925
2053	762,094	193,579	568,515
2054	648,460	168,420	480,040
2055	581,977	146,947	435,030
2056	534,069	128,074	405,995
2057	576,235	108,500	467,735
2058	483,834	89,974	393,860
2059	474,815	73,835	400,980
2060	455,970	57,495	398,475
2061	304,985	43,465	261,520
2062	264,717	32,462	232,255
2063	58,012	24,287	33,725
2064	57,996	22,731	35,265
2065	131,856	20,076	111,780
2066	100,360	16,195	84,165
2067	100,323	13,378	86,945
2068	93,055	10,510	82,545
2069	93,015	7,760	85,255
2070-2094	224,746	124,746	100,000
TOTAL	\$44,447,362	\$19,752,712	\$24,694,650

SECTION V— SCHEDULES OF OUTSTANDING DEBT

**Principal Amounts of Certain Port Authority Obligations Outstanding
(as of January 30, 2026)***

<u>Consolidated Bonds:</u>	<u>Par Value</u>
Eighty-fifth Series, 5.2%-5.375%, Serial/Term, due 2022-2028	\$22,700,000
Ninety-third Series, 6.125%, Term, due 2094.....	100,000,000
One Hundred Fifty-ninth Series, 6.04%, Term, due 2029 (A)	350,000,000
One Hundred Sixty-fourth Series, 5.647%, Term, due 2040 (A)	425,000,000
One Hundred Sixty-fifth Series, 5.647%, Term, due 2040 (A)	425,000,000
One Hundred Sixty-eighth Series, 4.926%, Term, due 2051 (A).....	1,000,000,000
One Hundred Seventy-fourth Series, 4.458%, Term, due 2062 (A).....	2,000,000,000
One Hundred Seventy-fifth Series, 3%-5%, Serial/Term, due 2022-2042.....	306,800,000
One Hundred Seventy-seventh Series, 3%-5%, Serial/Term, due 2022-2043 (C)	277,040,000
One Hundred Eighty-first Series, 4.96%, Term, due 2046 (A)	500,000,000
One Hundred Eighty-second Series, 5.31%, Term, due 2046 (A)	500,000,000
One Hundred Eighty-third Series, 3%-5%, Serial/Term, due 2025-2044	386,785,000
One Hundred Eighty-seventh Series, 2.529%-4.426%, Serial/Term, due 2022-2034 (A)	167,385,000
One Hundred Eighty-eighth Series, 5%, Serial, due 2022-2035 (C).....	13,850,000
One Hundred Ninety-first Series, 4.823%, Term, due 2045 (A).....	250,000,000
One Hundred Ninety-second Series, 4.81%, Term, due 2065 (A)	500,000,000
One Hundred Ninety-fifth Series, 1.45%-5%, Serial/Term, due 2022-2036 (C).....	107,395,000
One Hundred Ninety-seventh Series, 5%, Serial/Term, due 2022-2041 (C)	144,880,000
One Hundred Ninety-eighth Series, 5%-5.25%, Serial/Term, due 2027-2056.....	350,000,000
One Hundred Ninety-ninth Series, 1.58%-3.05%, Serial, due 2022-2031 (C)	145,935,000
Two Hundredth Series, 5%-5.25%, Serial/Term, due 2027-2057	250,000,000
Two Hundred First Series, 4.229%, Term, due 2057 (A)	300,000,000
Two Hundred Second Series, 4.875%-5.0%, Serial, due 2022-2037 (C).....	147,710,000
Two Hundred Third Series, 3.0%, Term, due 2032 (C).....	50,000,000
Two Hundred Fourth Series, 1.91%-5.0%, Serial, due 2023-2028 (C).....	84,245,000
Two Hundred Fifth Series, 5%-5.25%, Serial/Term, due 2022-2057	621,335,000
Two Hundred Sixth Series, 5%, Serial/Term, due 2028-2047 (C).....	100,000,000
Two Hundred Seventh Series, 4%-5%, Serial/Term, due 2022-2048 (C).....	518,060,000
Two Hundred Ninth Series, 5%, Serial, due 2022-2038	360,750,000
Two Hundred Tenth Series, 4.031%, Term, due 2048 (A)	300,000,000
Two Hundred Eleventh Series, 4%-5%, Serial/Term, due 2029-2048	400,000,000
Two Hundred Twelfth Series, 4%-5%, Serial, due 2022-2039	254,490,000
Two Hundred Thirteenth Series, 5%, Serial, due 2022-2039.....	286,840,000
Two Hundred Fourteenth Series, 4%-5%, Serial/Term, due 2030-2043 (C).....	200,000,000
Two Hundred Fifteenth Series, 3.287%, Term, due 2069 (A)	400,000,000
Two Hundred Sixteenth Series, 4%, Term, due 2045-2049	100,000,000
Two Hundred Seventeenth Series, 4%-5%, Serial/Term, due 2030-2049.....	400,000,000
Two Hundred Eighteenth Series, 4%-5%, Serial/Term, due 2030-2049 (C)	525,000,000
Two Hundred Nineteenth Series, 3.5%, Term, due 2060-2061 (C)	50,000,000
Two Hundred Twentieth Series, 4%, Term, due 2050-2059 (C)	125,000,000
Two Hundred Twenty First Series, 4%-5%, Serial/Term, due 2022-2060 (C)	640,610,000
Two Hundred Twenty Second Series, 4%-5%, Serial, due 2022-2040	434,710,000
Two Hundred Twenty Third Series, 4%-5%, Serial/Term, due 2022-2061 (C)	417,820,000
Two Hundred Twenty Fourth Series, 4%-5%, Serial/Term, due 2030-2061	420,020,000
Two Hundred Twenty Fifth Series, 3.175%, Term, due 2057-2060 (A)	400,000,000
Two Hundred Twenty Sixth Series, 5%, Serial, due 2022-2041 (C)	153,180,000
Two Hundred Twenty Seventh Series, 2%-3% Serial, due 2027-2034 (C)	186,920,000

(Continued on next page)

SECTION V— SCHEDULES OF OUTSTANDING DEBT

Two Hundred Twenty Eighth Series A, 2.25%, Serial, due 2041 (B)	\$70,000,000
Two Hundred Twenty Eighth Series B, 3%, Serial, due 2042 (B)	175,000,000
Two Hundred Twenty Eighth Series C, 4%, Serial, due 2043 (B)	160,000,000
Two Hundred Twenty Eighth Series D, 2.75%, Term, due 2040-2044 (B)	233,805,000
Two Hundred Twenty Ninth Series, 0.767%-3.139%, Serial/Term, due 2023-2051 (A)	413,720,000
Two Hundred Thirtieth Series, 3%-5.25%, Serial/Term, due 2022-2052	281,655,000
Two Hundred Thirty-First Series, 5%-5.5%, Serial/Term, due 2022-2052 (C)	466,580,000
Two Hundred Thirty-Second Series, 4.625%, Term, due 2052 (C)	50,000,000
Two Hundred Thirty-Third Series, 4.5%-5.25%, Serial/Term, due 2033-2052	150,000,000
Two Hundred Thirty-Fourth Series, 5%-5.5%, Serial/Term, due 2038-2052 (C)	250,000,000
Two Hundred Thirty-Fifth Series, 4.805%-5.055%, Serial, due 2033-2037 (A)	50,000,000
Two Hundred Thirty-Sixth Series, 5.000%, Serial/Term, due 2033-2052 (C)	300,000,000
Two Hundred Thirty-Seventh Series, 5.000%, Serial/Term, due 2033-2052	100,000,000
Two Hundred Thirty-Eighth Series, 5.000%, Serial, due 2034-2040 (C)	248,300,000
Two Hundred Thirty-Ninth Series, 5.072%, Term, due 2053 (A)	463,445,000
Two Hundred Fortieth Series, 5.000%, Serial/Term, due 2040-2053	200,000,000
Two Hundred Forty-First Series, 5.000%, Serial/Term, due 2040-2053	179,925,000
Two Hundred Forty-Second Series, 5.000%, Serial/Term, due 2024-2053 (C)	497,510,000
Two Hundred Forty-Third Series, 5.000%, Serial, due 2024-2043	475,975,000
Two Hundred Forty-Fourth Series, 5.000%, Serial/Term, due 2030-2054	747,960,000
Two Hundred Forty-Fifth Series, 5.000%, Serial/Term, due 2025-2054	581,665,000
Two Hundred Forty-Sixth Series, 5.000%, Serial, due 2025-2044 (C)	410,900,000
Two Hundred Forty-Seventh Series, 4.95%, [Draw-Down] (D)	0
Two Hundred Forty-Eighth Series, 5.000%, Serial/Term, due 2026-2055	582,705,000
Two Hundred Forty-Ninth Series, 5.000%, Serial, due 2026-2035 (C)	172,460,000
Two Hundred Fiftieth Series, 5%-5.250%, Serial/Term, due 2026-2055	962,095,000
Two Hundred Fifty-First Series, 5%-5.250%, Serial/Term, due 2037-2056 *	350,000,000
Total	<u>\$24,673,160,000</u>
Institutional Loans	\$432,787,328
Variable Rate Master Notes	\$24,700,000
Military Ocean Terminal at Bayonne Obligation	\$31,991,980
Goethals Replacement Bridge Obligation	\$1,013,350,038
HTP Support Obligation	\$45,533,361

(A) Subject to federal taxation.

(B) The entire series was acquired by the New York Liberty Development Corporation in connection with its issuance of the New York Liberty Development Corporation Liberty Revenue Refunding Bonds, Series 1WTC-2021 (Secured by Port Authority Consolidated Bonds).

(C) The obligations noted with a "(C)", as well as certain of the Variable Rate Master Notes, on original issuance were subject to the alternative minimum tax imposed under the Internal Revenue Code of 1986, as amended with respect to individuals and corporations.

(D) Reflects the amount of the Two Hundred Forty-Seventh Series drawn down and currently outstanding (see "Port Authority Bus Terminal" in Section II, herein.)

* This schedule has been adjusted to reflect the issuance of the Bonds.

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SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

**Resolution Establishing and Authorizing the Issuance of Certain Series of Consolidated
Bonds – 2026**

(Adopted December 18, 2025)

This resolution constitutes a contract with the holders in whose names the Bonds are registered on the books and records of the Registrar. During the period in which a book-entry system is applicable to the Bonds, the Depository or its nominee shall be the sole registered holder of the Bonds.

WHEREAS, heretofore and on the 9th day of October, 1952, The Port Authority of New York and New Jersey (formerly known as The Port of New York Authority and hereinafter called the “Authority”) adopted a resolution (hereinafter called the “Consolidated Bond Resolution”), constituting a contract with the holders of the obligations issued thereunder, providing for the issuance of certain direct and general obligations of the Authority (hereinafter called “Consolidated Bonds”), from time to time, in conformity with the Consolidated Bond Resolution for the purposes therein set forth; and

WHEREAS, the Consolidated Bond Resolution provides that Consolidated Bonds shall be issued in such series as the Authority may determine, and that the characteristics of each such series shall be determined by the Authority by and in the resolution establishing such series, and that the resolution establishing such series may contain other terms and provisions not inconsistent with the Consolidated Bond Resolution; and

WHEREAS, the Authority has heretofore established various series of Consolidated Bonds and has now determined that it is appropriate to establish certain additional series of Consolidated Bonds which shall be sold on or after January 1, 2026, through December 31, 2026, without prejudice to its right hereafter to establish and issue further series of Consolidated Bonds.

NOW, THEREFORE, be it resolved by the Authority:

SECTION 1. As used in this resolution, any words or phrases specifically defined in the Consolidated Bond Resolution shall be read and construed in accordance with such specific definitions. As used in this resolution, the term “Authorized Officer” shall mean any of the officers or employees of the Authority designated as such from time to time by the Chairman; Vice-Chairman; Chairman of the Committee on Finance; Executive Director; Chief Financial Officer; or Treasurer of the Authority, or their respective successors in office or duties.

SECTION 2. To the extent the authority to spend additional funds under the resolutions dated December 12, 2024 entitled “*Establishment and Issuance of Certain Series of Consolidated Bonds - 2025*” and “*Sale of Certain Series of Consolidated Bonds - 2025*” has not been used by December 31, 2025, such authority is deemed extinguished as of December 31, 2025. Each series of Consolidated Bonds issued pursuant to this resolution, which shall have one or more distinguishing feature(s) at the discretion of the Authority including but not limited to interest payment dates, redemption provisions if any, issuance date and/or federal tax treatment under the Internal Revenue Code of 1986 and the regulations thereunder, is established as a separate series of Consolidated Bonds and the issuance of each such series with a term to maturity not in excess of 50 years is authorized, except that the term to maturity for any of such series issued for the purpose of refunding the Authority’s Consolidated Bonds, Ninety-third Series shall not

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

exceed 70 years; *provided, however*, that the total aggregate principal amount of Consolidated Bonds issued pursuant to this resolution as may be amended from time to time, and Port Authority Consolidated Notes issued pursuant to the resolution entitled “*Establishment and Issuance of Certain Series of Consolidated Notes - 2026*” dated the date hereof as may be amended from time to time, (when added to the principal amount of the Port Authority’s Versatile Structure Obligations sold on or after January 1, 2026 through December 31, 2026 pursuant to the “*Port Authority Versatile Structure Obligations Resolution _ Modification*” dated November 18, 1999 as may be amended from time to time), shall not exceed \$3.9 billion. It is anticipated that the Board may amend the cap on such total aggregate principal amount on an annual basis, or more frequently as necessary. Each of such series of Consolidated Bonds shall be issued in conformity with the Consolidated Bond Resolution for the purposes specified in this resolution. This resolution shall apply with equal force and effect to each of such series on an individual basis (each of such series hereinafter called the “Bonds”). This resolution shall constitute a contract with the registered holders of the Bonds and with each such registered holder. This resolution shall not apply to any series of Consolidated Bonds, Consolidated Notes or Versatile Structure Obligations sold in 2026 pursuant to a separate Port Authority Board resolution authorizing the issuance of such series, and the \$3.9 billion cap on principal amount herein shall exclude any such separately authorized series of Consolidated Bonds, Consolidated Notes or Versatile Structure Obligations.

SECTION 3. The Committee on Finance of the Authority (hereinafter called the “Committee on Finance”) is authorized to establish, fix and determine the terms of the Bonds and, in connection therewith, to make such changes and adjustments to the provisions set forth in the third paragraph of this Section 3 and in Sections 4, 5, 6, 9 and 10 of this resolution as in the opinion of the Committee on Finance will effectuate the issuance of the Bonds, and to take such other action as in the opinion of the Committee on Finance will best serve the public interest.

The proceeds of the Bonds may be used for any purpose for which at the time of issuance of the Bonds the Authority is authorized by law to issue its obligations. The Committee on Finance may allocate the proceeds of the Bonds, from time to time, to certain of the authorized purposes, including the specific designation of any obligations to be refunded with the proceeds of the Bonds.

Both principal of and interest on the Bonds shall be payable in lawful money of the United States of America; principal of the Bonds shall be payable upon presentation and surrender thereof by the registered holders, at the office or offices, designated by the Authority, of the Paying Agent (or Paying Agents) appointed for the purpose by the Authority, in a county which is in whole or in part in the Port of New York District; and interest on the Bonds shall be payable when due to the registered holders thereof by check or draft drawn on the Paying Agent (or Paying Agents) appointed for the purpose by the Authority and mailed to said registered holders at their last known addresses as appearing upon the Authority’s Registry Books for the Bonds.

SECTION 4. The Bonds shall be issued only in registered form, registered as to both principal and interest and not as to either alone, in authorized denominations.

The Authority will keep or cause to be kept at the offices, designated by the Authority, of a Registrar appointed for that purpose, in a county which is in whole or in part in the Port of New York District, proper and sufficient Registry Books for the registration of the Bonds. The Bonds shall be transferable only upon such Registry Books by the registered holder thereof or by such registered holder’s attorney duly authorized in accordance with the provisions of this resolution. Upon the written request of the registered holder or registered holders thereof and upon surrender thereof, a bond or bonds may be exchanged for a bond or bonds of like tenor, registered as designated in such request, of any other authorized denominations. All requests for registration, transfer, exchange and delivery pertaining to the Bonds as above provided shall be filed with the Registrar of the Authority; all bonds to be surrendered

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

pursuant to such requests shall be surrendered to the Registrar; and all bonds delivered in exchange as aforesaid shall be delivered by the Registrar. All bonds surrendered to the Registrar in exchange for other bonds or for transfer as above provided shall be cancelled by the Registrar upon such surrender. The Authority shall bear the cost incurred by the Authority in connection with the registration, authentication (if any), transfer, cancellation, exchange and delivery of bonds, including such fees as may be imposed by the Registrar for such services performed by the Registrar as provided in this resolution.

SECTION 5. The Bonds shall be redeemable at the option of the Authority, on prior notice, in whole, or, from time to time, in part, at such redemption price and on such date set forth in the applicable notice to redeem the Bonds.

If less than all of the Bonds then outstanding are to be called for redemption at the option of the Authority, and if the Bonds then outstanding include bonds of any serial maturities, the bonds so to be called shall be in inverse order of maturity, and if bonds constituting a particular maturity are to be called for redemption, but not all bonds constituting such maturity are to be called for redemption, the bonds so to be called shall be determined by lot by the Registrar.

If bonds are to be called for redemption to meet the schedule of mandatory periodic retirement for the Bonds, the bonds so to be called shall be determined by lot by the Registrar.

Notice to redeem any of the Bonds shall be given by the Registrar not less than 30 nor more than 45 days prior to the date fixed for redemption, to the registered holders of the bonds to be called for redemption, by deposit of a copy of such notice, postage prepaid by certified or registered mail, in a United States Post Office, addressed to such registered holders at their last known addresses as appearing upon the Authority's Registry Books for the Bonds.

On or before the date fixed for redemption specified in the notice to redeem any of the Bonds, the Authority will pay or cause to be paid to the Paying Agent (or Paying Agents) an amount in cash in the aggregate sufficient to redeem all of the bonds which are to be redeemed, at the respective redemption price thereof, which, in each case, shall include the accrued interest until the date fixed for redemption and the premium (if any), such principal amount and premium (if any), to be held by the Paying Agent (or Paying Agents) in trust for the account of the registered holders of the bonds so called for redemption and to be paid to them respectively upon presentation and surrender of such bonds with accrued interest included in such redemption price to be paid to the registered holders in accordance with the provisions of this resolution. On and after the date fixed for redemption, the notice to redeem having been completed as above provided, the bonds so called shall become due and payable at the office of the Paying Agent (or Paying Agents) designated by the Authority, and if funds sufficient for payment of the redemption price shall have been deposited with the Paying Agent (or Paying Agents) in trust as aforesaid and if such funds shall be available for redemption of such bonds on the date fixed for redemption, then and in any such event, interest shall cease to accrue on the bonds so called on and after the date fixed for their redemption, and such bonds shall not be entitled to the benefit or security of this resolution or the Consolidated Bond Resolution, but shall rely solely upon the funds so deposited.

In the case of bonds of denominations greater than the minimum authorized denomination, for all purposes in connection with redemption, each unit of face value representing the minimum authorized denomination shall be treated as though it were a separate bond of the minimum authorized denomination, and the word "bond" as used in the foregoing provisions of this Section 5 shall be deemed to refer to such unit of face value representing the minimum authorized denomination. If it is determined as above provided that one or more but not all of the units of face value representing the minimum authorized denomination of any bond are to be called for redemption, then upon notice to redeem such unit or units, the registered holder of such bond shall forthwith present such bond to the Registrar who shall issue a new

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bond or bonds of like tenor of smaller authorized denominations but of the same aggregate principal amount in exchange therefor, pursuant to Section 4 of this resolution, including a new bond or bonds with the aggregate principal amount of the unit or units of face value called for redemption; and such new bond or bonds shall be deemed to be duly called for redemption without further notice to the registered holder thereof. If the registered holder of such bond of a denomination greater than the minimum authorized denomination shall fail to present such bond to the Registrar for the issuance of new bonds of smaller denominations in exchange therefor, as aforesaid, such bond shall nevertheless become due and payable on the date fixed for redemption to the extent of the unit or units of face value called for redemption (and to that extent only); and (funds sufficient for the payment of the redemption price having been deposited with the Paying Agent (or Paying Agents), as aforesaid, and being available as aforesaid on the date fixed for redemption) interest shall cease to accrue on the portion of the principal amount of such bond represented by such unit or units of face value on and after the date fixed for redemption, and such bond shall not be entitled to the benefit or security of this resolution or the Consolidated Bond Resolution to the extent of the portion of its principal amount (and accrued interest thereon until the date fixed for redemption and premium, if any) represented by such unit or units of face value, but to that extent shall rely solely upon the funds so deposited.

SECTION 6. The Bonds shall be retired at or prior to maturity, by purchase, call or payment, by the dates and in at least the cumulative principal amounts set forth on the schedule of mandatory periodic retirement for the Bonds.

If, at least 45 days prior to the mandatory periodic retirement date in each year (except the year of maturity) set forth in the schedule of mandatory periodic retirement for the Bonds, the Authority shall not have purchased or redeemed (at any prior time or times during such year or at any time or times during any prior years) a principal amount of the Bonds at least equal to the principal amount of the Bonds to be retired on such mandatory periodic retirement date, then the Authority shall call a principal amount of the Bonds equal to such deficiency, at the respective redemption price thereof, in the manner and upon the notice set forth in Section 5 of this resolution. Any of the Bonds purchased by the Authority as aforesaid may be purchased at such prices as the Authority may deem reasonable and proper and, in the discretion of the Authority, at public or private sale, with or without advertisement and with or without notice to any person other than the seller, and such of the Bonds as are theretofore issued and negotiated and then held by the Authority may be purchased for such purpose as well as bonds held by others.

Nothing herein contained shall be construed in any way to prevent the Authority from retiring the Bonds more rapidly than is set forth in the schedule of mandatory periodic retirement for the Bonds.

SECTION 7. The Authority shall not apply any moneys in the Consolidated Bond Reserve Fund except for the payment of bonds secured by a pledge of the General Reserve Fund in whole or in part, the payment of debt service upon bonds so secured, the purchase for retirement of bonds so secured or the redemption of bonds so secured, or for the payment of expenses incurred for the establishment, acquisition, construction or effectuation, or for the operation, maintenance, repair or administration of any facility financed or refinanced in whole or in part by bonds secured by a pledge of the General Reserve Fund in whole or in part, or otherwise for the fulfillment of any undertakings which the Authority has assumed or may or shall hereafter assume to or for the benefit of the holders of bonds secured by a pledge of the General Reserve Fund in whole or in part; *provided, however*, that nothing herein contained shall be construed to permit the application by the Authority of moneys in the Consolidated Bond Reserve Fund except for purposes and upon conditions which are authorized by the Consolidated Bond Resolution.

Consolidated Bonds proposed to be issued for purposes in connection with an additional facility or a group of additional facilities in connection with which the Authority has not theretofore issued bonds which have been secured by a pledge of the General Reserve Fund in whole or in part, may be issued, and

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bonds other than Consolidated Bonds proposed to be issued for purposes in connection with such an additional facility or group of additional facilities may be secured by a pledge of the General Reserve Fund in whole or in part, in each case if and only if the Authority shall certify at the time of issuance (as defined in Section 3 of the Consolidated Bond Resolution) its opinion that the issuance of such Consolidated Bonds or that such pledge of the General Reserve Fund as security for such bonds other than Consolidated Bonds will not, during the ensuing 10 years or during the longest term of any of such bonds proposed to be issued (whether or not Consolidated Bonds), whichever shall be longer, in the light of its estimated expenditures in connection with such additional facility or such group of additional facilities, materially impair the sound credit standing of the Authority or the investment status of Consolidated Bonds or the ability of the Authority to fulfill its commitments, whether statutory or contractual or reasonably incidental thereto, including its undertakings to the holders of Consolidated Bonds; and the Authority may apply moneys in the General Reserve Fund for purposes in connection with those of its bonds and only those of its bonds which it has theretofore secured by a pledge of the General Reserve Fund in whole or in part. Expenditures in connection with an additional facility or group of additional facilities shall mean the amount of the excess, if any, of the sum of all items of expense to be considered in determining the net revenues of the additional facility or group of additional facilities plus the debt service upon the bonds proposed to be issued and upon any additional bonds which in the Authority's opinion would be required to be issued to place and maintain such facility or group of facilities upon a sound operating basis, over and above the sum of all items of revenue and income to be considered in determining such net revenues.

SECTION 8. The Authority shall appoint a bank or trust company as trustee for and in connection with the Bonds (hereinafter called the "Trustee"). The Trustee is authorized to (i) institute any action or proceeding on behalf of the registered holders of the Bonds against the Authority or others, or (ii) intervene in any pending action or proceeding, or (iii) take any other action which it shall in its sole discretion determine to be necessary or advisable in order to protect the rights of the registered holders of the Bonds. The rights of the Trustee in this respect and in all other respects shall be in addition to and not in substitution of any and all rights which would otherwise inure to the registered holder or registered holders of the Bonds. It is understood that the Trustee in its sole discretion may, but shall be under no obligation to, review the activities or operations of the Authority or any of the contracts or agreements of the Authority or exercise any of the rights or powers vested in it by this Section 8 whether on the Trustee's initiative or at the request or direction of any of the registered holders of the Bonds.

The Trustee (which shall include any successor Trustee) appointed under the provisions of this Section 8 shall be a bank or trust company organized under the laws of the State of New York or the State of New Jersey or a national banking association doing business and having its principal office in the Port of New York District and having a total capital (including capital stock, surplus, undivided profits and capital notes, if any) aggregating at least \$25 million, which is willing and able to accept the office on reasonable and customary terms and is authorized by law to perform all the duties imposed upon it by this resolution.

The Trustee shall not be liable for any action taken or suffered upon any notice, resolution, request, consent, order, certificate, report, opinion, bond or other paper or document believed by it to be genuine, and to have been signed or presented by the proper party or parties. The Trustee may consult with counsel, who may or may not be counsel to the Authority, and the opinion of such counsel shall be full and complete authorization and protection in respect of any action taken or suffered by it under this resolution in good faith and in accordance therewith. The Trustee shall not be liable in connection with the performance or nonperformance of its duties except for its own willful misconduct, negligence or bad faith.

If the Trustee shall deem it necessary or desirable that a matter be proved or established prior to taking or suffering any action under this resolution, such matter (unless other evidence in respect thereof be specifically prescribed) may be deemed to be conclusively proved and established by a certificate of an

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

Authorized Officer, and such certificate shall be full warrant for any action taken or suffered in good faith under the provisions of this resolution upon the faith thereof; but in its discretion the Trustee may in lieu thereof accept other evidence of such fact or matter or may require such further or additional evidence as to it may seem reasonable.

The Authority shall annually, within 120 days after the close of each calendar year make available to the Trustee its financial statement(s) for such year accompanied by an opinion signed by an independent public accountant or firm of public accountants of recognized standing selected by the Authority and satisfactory to the Trustee.

The Authority shall annually, after the close of each calendar year, make available to the Trustee a copy of its annual report when such annual report is published

The Authority shall make available to the Trustee a copy of any Official Statement hereafter issued by the Authority in connection with the issuance of bonds by the Authority.

The Authority shall hereafter make available to the Trustee a copy of the minutes of every meeting of the Authority and of its subsidiary corporations hereafter held, at the time said minutes are transmitted to the Governor of New York and the Governor of New Jersey.

The Authority shall not be required to make available to the Trustee (except when requested to do so by the Trustee) and the Trustee shall not be required to review any document, instrument, report or paper other than those which the Authority is expressly required hereunder to make available to the Trustee. The Trustee shall not be bound to make any investigation into the facts or matters stated in any document, instrument, report or paper supplied to it, but the Trustee in its sole discretion may make such further inquiry or investigation into such facts or matters as the Trustee may deem advisable, and, if the Trustee shall determine to make such further inquiry or investigation, the Trustee is authorized to examine such books and records of and properties owned or operated by the Authority as the Trustee may deem advisable, personally or by agent or attorney.

The Authority agrees (i) to pay to the Trustee from time to time reasonable compensation for all services rendered by it hereunder, (ii) to reimburse the Trustee upon its request for all reasonable expenses, disbursements and advances incurred or made by the Trustee in connection with the exercise or performance of any of its powers or duties hereunder (including the reasonable compensation and the expenses and disbursements of its agents and counsel), and (iii) to indemnify the Trustee for, and hold it harmless against, any loss, liability or expense incurred without willful misconduct, negligence or bad faith on its part, arising out of or in connection with the exercise or performance of the Trustee's powers and duties hereunder, including the costs and expenses of defending itself against any claim or liability in connection with such exercise or performance.

The Trustee may become the owner or holder of any bonds of the Authority with the same rights as it would have were it not a Trustee. To the extent permitted by law, the Trustee may act as depositary for the Authority, act as Paying Agent and Registrar of bonds of the Authority and act itself and permit any of its officers or directors to act in any other capacity with respect to the Authority, the bonds of the Authority and the holders of bonds of the Authority as it or its officers or directors would be able to act were it not a Trustee.

The Trustee may at any time resign and be discharged of the duties and obligations created by this resolution by giving not less than 60 days' written notice to the Authority and publishing notice thereof, specifying the date when such resignation shall take effect, once in each week for two successive calendar weeks in a newspaper of general circulation in the City of New York, State of New York, and such

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

resignation shall take effect upon the date specified in such notice unless previously a successor shall have been appointed by the Authority in which event such resignation shall take effect immediately on the appointment of such successor.

The Trustee may be removed at any time by an instrument or concurrent instruments in writing, filed with the Trustee, and signed and acknowledged by the registered holders of a majority in principal amount of the Bonds then outstanding or by their attorneys duly authorized, excluding the principal amount of any of the Bonds held by or for the account of the Authority. In case at any time the Trustee shall resign or shall be removed or shall become incapable of acting, or shall be adjudged a bankrupt or insolvent, or if a receiver, liquidator or conservator of the Trustee, or of its property, shall be appointed, or if any public officer shall take charge or control of the Trustee, or of its property or affairs, a successor may be appointed by the holders of a majority in principal amount of the Bonds then outstanding, excluding the principal amount of any of the Bonds held by or for the account of the Authority, by an instrument or concurrent instruments in writing signed and acknowledged by such registered holders of the Bonds or by their attorneys duly authorized and delivered to such successor Trustee, notification thereof being given to the Authority and the predecessor Trustee; *provided, however*, nevertheless, the Authority shall forthwith appoint a Trustee to fill such vacancy until a successor Trustee shall be appointed by the registered holders of the Bonds as authorized in this Section 8. The Authority shall publish notice of any such appointment made by it once in each week for two consecutive calendar weeks, in a newspaper of general circulation in the City of New York, State of New York, the first publication to be made within 20 days after such appointment. Any successor Trustee appointed by the Authority shall, immediately and without further act, be superseded by a Trustee appointed by the registered holders of the Bonds.

Any company into which any Trustee may be merged or converted or with which it may be consolidated or any company resulting from any merger, conversion or consolidation to which it shall be a party or any company to which any Trustee may sell or transfer all or substantially all of its corporate trust business (*provided, however*, such company shall be a bank or trust company located in the Port of New York District and shall be authorized by law to perform all the duties imposed upon it by this resolution), shall be the successor to such Trustee without the execution or filing of any paper or the performance of any further act.

The failure of the Authority to take any action required by this Section 8 shall not invalidate any bond or bonds issued pursuant to this resolution or hereafter issued by the Authority, or affect any other actions of the Authority. The Authority shall in no way be restricted by this Section 8 from entering any defense to an action or proceeding instituted by the Trustee or by the registered holder or registered holders of the Bonds.

SECTION 9. The form of the bond, including provisions with respect to assignment, for the Bonds shall be determined by the Committee on Finance or by an Authorized Officer. The bonds shall have the official seal of the Authority, or a facsimile thereof, affixed thereto or printed or impressed thereon, and shall be manually signed by an Authorized Officer. In case any Authorized Officer who shall have signed any of the bonds shall cease to be an Authorized Officer before such bonds shall have been actually issued, such bonds may nevertheless be issued as though such Authorized Officer who signed such bonds had not ceased to be an Authorized Officer.

SECTION 10. In case any bond shall at any time become mutilated or be lost or destroyed, the Authority, in its discretion, may execute and deliver a new bond of like tenor in exchange or substitution for and upon cancellation of such mutilated bond or in lieu of or in substitution for such destroyed or lost bond; or if such bond shall have matured, instead of issuing a substitute bond the Authority may pay the same without surrender thereof. In case of destruction or loss, the applicant for a substitute bond shall furnish to the Authority evidence satisfactory to the Authority of the destruction or loss of such bond and

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

of the ownership thereof and also such security and indemnity as may be required by the Authority. The Authority may execute and deliver any such substitute bond or make any such payment; or any Paying Agent may make any such payment upon the written request or authorization of the Authority. Upon the issuance of any substitute bond, the Authority, at its option, may require the payment of a sum sufficient to reimburse it for any stamp tax or other governmental charge or other reasonable expense connected therewith and also a further sum not exceeding the cost of preparation of each new bond so issued in substitution. Any bond issued under the provisions of this Section 10 in lieu of any bond alleged to have been destroyed or lost shall constitute an original contractual obligation on the part of the Authority, whether or not the bond so alleged to have been destroyed or lost be at any time enforceable by anyone, and shall be equally and proportionately entitled to the security of this resolution and of the Consolidated Bond Resolution with all other bonds, notes and coupons (if any) issued hereunder or thereunder.

SECTION 11. An Authorized Officer is authorized to take any and all action that the Committee on Finance is authorized to take under this resolution (without further action by the Committee on Finance).*

SECTION 12. This resolution is intended to be annually amended upon approval from the Board or at such other time, by an Authorized Officer with approval from the Board.

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* See footnote (*) at the end of “Resolution Authorizing the Sale of Certain Series of Consolidated Bonds – 2026” in this Section VI.

Resolution Authorizing the Sale of Certain Series of Consolidated Bonds – 2026

(Adopted December 18, 2025)

SECTION 1. To the extent the authority to spend additional funds under the resolutions dated December 12, 2024 entitled “*Establishment and Issuance of Certain Series of Consolidated Bonds - 2025*” and “*Sale of Certain Series of Consolidated Bonds - 2025*” has not been used by December 31, 2025, such authority is deemed extinguished as of December 31, 2025. This resolution shall apply with equal force and effect to each series of Consolidated Bonds sold on or after January 1, 2026 through December 31, 2026 pursuant to this resolution (except for any series of Consolidated Bonds sold in 2026 pursuant to a separate Port Authority Board resolution), on an individual basis, which shall have one or more distinguishing feature(s) at the discretion of the Authority, including but not limited to, interest payment dates, redemption provisions if any, issuance date and/or federal tax treatment under the Internal Revenue Code of 1986 and the regulations thereunder (each such series hereinafter called the “Bonds”).

SECTION 2. The Committee on Finance of the Authority (hereinafter called the “Committee on Finance”) is authorized, in the name of and on behalf of the Authority, to sell the Bonds at a true interest cost to the Authority not in excess of eight percent, with a term to maturity not in excess of 50 years, except that the term to maturity for any of such series issued for the purpose of refunding the Authority’s Consolidated Bonds, Ninety-third Series shall not exceed 70 years, at public or private sale, with or without advertisement, at one or more times, and to apply the proceeds of such sale or sales as provided in the resolution authorizing the establishment and issuance of the Bonds; *provided, however*, that the total aggregate principal amount of the Bonds sold pursuant to this resolution as may be amended from time to time, and Port Authority Consolidated Notes sold pursuant to the resolution entitled “*Sale of Certain Series of Consolidated Notes - 2026*” dated the date hereof as may be amended from time to time, when added to the principal amount of Port Authority Versatile Structure Obligations sold on or after January 1, 2026 through December 31, 2026, pursuant to the “*Port Authority Versatile Structure Obligations Resolution-Modification*” dated November 18, 1999 as may be amended from time to time, and excluding any series of Consolidated Bonds, Consolidated Notes and Versatile Structure Obligations sold in 2026 pursuant to a separate Port Authority Board resolution, shall not exceed \$3.9 billion.

SECTION 3. The Committee on Finance is authorized, in the name of and on behalf of the Authority, in connection with the Bonds, to fix the time or times of sale of the Bonds, to determine the terms and conditions upon which such sales shall be made and to accept or reject offers in connection with such sales.

SECTION 4. The Committee on Finance is authorized, in the name of and on behalf of the Authority, in connection with the Bonds, to enter into any contracts or agreements pertaining to the Bonds; to fix the time or times and determine the terms and conditions of delivery of the Bonds; to appoint one or more Paying Agents and a Registrar and a Trustee, and to designate the office or offices of any such Paying Agent (or Paying Agents) at which payments shall be made and the office or offices of any such Registrar at which the Authority’s Registry Books for the Bonds shall be kept; to make any selection, designation, determination or estimate and to take or withhold any action and to formulate and express any opinions and to exercise any discretion or judgment which may be or is required to be made, taken, withheld, formulated, expressed or exercised in connection with the Bonds, the Authority adopting all such selections, designations, determinations, estimates, actions, withholdings of action, formulations and expressions of opinions and exercises of discretion or judgment, including those pursuant to Section 3 of the Consolidated Bond Resolution, or otherwise, as its own; and to authorize any of the foregoing and generally to take such other action as in the opinion of the Committee on Finance will best serve the public interest.

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

SECTION 5. The Committee on Finance is authorized to arrange, from time to time (i) for the preparation and distribution of disclosure documents, including official statements, offering statements or other offering materials in connection with the Bonds, and (ii) for the preparation and distribution of such other documents giving pertinent data with respect to the Authority and its finances as it deems appropriate, in each case, in the name of and on behalf of the Authority.

SECTION 6. An Authorized Officer is authorized to take any and all action that the Committee on Finance is authorized to take under this resolution (without further action by the Committee on Finance).*

SECTION 7. The Committee on Finance or any Authorized Officer is authorized, in connection with the issuance of the Bonds on the basis that the Bonds are to be in conformity with, and that the interest on the Bonds is not to be includible for federal income tax purposes in the gross income of the recipients thereof under, Section 103(a) of the Internal Revenue Code of 1986, or successor provisions of law, and the regulations thereunder, to take any action which may be appropriate to assure that the Bonds are issued, and during their term are outstanding, on such basis, and any such actions taken in connection therewith are ratified. Any Authorized Officer is authorized to certify on behalf of the Authority as to the need for the issuance of the Bonds, as to the status of the projects for which the proceeds of the Bonds are to be used, as to the Authority's intentions with respect to the application and investment of the proceeds of the Bonds, and as to such other matters as such Authorized Officer deems appropriate.

SECTION 8. As used in this resolution, the term "Authorized Officer" shall mean any of the officers or employees of the Authority designated as such from time to time by the Chairman; Vice-Chairman; Chairman of the Committee on Finance; Executive Director; Chief Financial Officer; or Treasurer of the Authority, or their respective successors in office or duties.

SECTION 9. This resolution is intended to be annually amended upon approval from the Board or at such other time, by an Authorized Officer with approval from the Board.

[Remainder of this page intentionally left blank]

* In connection with the acceptance by an Authorized Officer of an offer to purchase the Bonds represented by the Bond Purchase Agreement (see "*Underwriting*" in Section I hereof), the terms of the Bonds have been established, fixed and determined, and the provisions of this resolution have been changed and adjusted, to the extent required, to conform the terms of the Bonds to the summary description of the Bonds as set forth in and pursuant to the Bond Purchase Agreement; such description is reflected at "*Description of the Bonds*," and at "*Additional Information Pertaining to the Bonds*" in Section I hereof.

Form of Legal Opinion of Bond Counsel

In connection with the delivery upon original issuance of the Bonds by the Port Authority, Bond Counsel will render a legal opinion on such date of delivery relating to the Bonds substantially in the following form.

[Letterhead of Bond Counsel]

(Date of delivery upon original issuance)

The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street, 23rd Floor
New York, New York 10007

**The Port Authority of New York and New Jersey
Consolidated Bonds, Two Hundred Fifty-First Series**

Ladies and Gentlemen:

We have acted as bond counsel to The Port Authority of New York and New Jersey (the “Issuer”) in connection with issuance of \$350,000,000 aggregate principal amount of The Port Authority of New York and New Jersey Consolidated Bonds, Two Hundred Fifty-First Series (the “Bonds”), issued pursuant to resolutions of the Issuer dated as of October 9, 1952, establishing the issue of Consolidated Bonds, and of December 18, 2025, pertaining to the establishment and the authorization of the issuance of, and the authorization of the sale of, the Bonds (collectively, the “Resolutions”). Capitalized terms not otherwise defined herein shall have the meanings ascribed thereto in the Resolutions.

In such connection, we have reviewed the Resolutions, an opinion of counsel to the Issuer, certificates of the Issuer and others, and such other documents, opinions and matters to the extent we deemed necessary to render the opinions set forth herein.

The opinions expressed herein are based on an analysis of existing laws, regulations, rulings and court decisions and cover certain matters not directly addressed by such authorities. Such opinions may be affected by actions taken or omitted or events occurring after the date hereof. We have not undertaken to determine, or to inform any person, whether any such actions are taken or omitted or events do occur or any other matters come to our attention after the date hereof. Accordingly, this letter speaks only as of its date and is not intended to, and may not, be relied upon or otherwise used in connection with any such actions, events or matters. We disclaim any obligation to update this letter. We have assumed the genuineness of all documents and signatures presented to us (whether as originals or as copies) and the due and legal execution and delivery thereof by, and validity against, any parties other than the Issuer. We have assumed, without undertaking to verify, the accuracy of the factual matters represented, warranted or certified in the documents and of the legal conclusions contained in the opinion referred to in the paragraph above. Furthermore, we have assumed compliance with all covenants and agreements contained in the Resolutions. We call attention to the fact that the rights and obligations under the Bonds and the Resolutions and their enforceability may be subject to bankruptcy, insolvency, receivership, reorganization, arrangement, fraudulent conveyance, moratorium and other laws relating to or affecting creditors’ rights, to the application of equitable principles, and to the exercise of judicial discretion in appropriate cases. We

SECTION VI—BOND RESOLUTIONS AND LEGAL OPINION

express no opinion with respect to any indemnification, contribution, liquidated damages, penalty (including any remedy deemed to constitute a penalty), right of set-off, arbitration, choice of law, choice of forum, choice of venue, non-exclusivity of remedies, waiver or severability provisions contained in the foregoing documents, nor do we express any opinion with respect to the state or quality of title to or interest in any of the real or personal property described in or as subject to the lien of the Resolutions or the accuracy or sufficiency of the description contained therein of, or the remedies available to enforce liens on, any such property. Our services did not include financial or other non-legal advice. Finally, we undertake no responsibility for the accuracy, completeness or fairness of the Official Statement or other offering material relating to the Bonds and express no opinion with respect thereto.

Based on and subject to the foregoing, and in reliance thereon, as of the date hereof, we are of the following opinions:

1. The Bonds constitute the valid and binding obligations of the Issuer.
2. The Resolutions have been duly adopted and delivered by, and constitute the valid and binding obligations of, the Issuer. The Resolutions create a valid pledge, to secure the payment of the principal of and interest on the Bonds, of the Net Revenues and any other amounts held in any fund or account established pursuant to the Resolutions, subject to the provisions of the Resolutions permitting the application thereof for the purposes and on the terms and conditions set forth in the Resolutions.
3. Interest on the Bonds is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 (the “Code”). Interest on the Bonds is not a specific preference item for purposes of the federal individual alternative minimum tax, and interest on the Bonds included in adjusted financial statement income of certain corporations is not excluded from the federal corporate alternative minimum tax.

The Bonds and the interest thereon are exempt under the Compact of April 30, 1921 and supplementary legislation, from any and all taxation (except estate, inheritance and gift taxes) now or hereafter imposed directly thereon by or under authority of the States of New York and New Jersey or by any political subdivision thereof. We express no opinion regarding other tax consequences related to the ownership or disposition of, or the amount, accrual or receipt of interest on, the Bonds arising under the Code.

Very truly yours,

APPENDIX A

**Financial Statements as of and for the Years Ended
December 31, 2024 and December 31, 2023 and Appended Notes**

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FINANCIAL

FINANCIAL STATEMENTS & APPENDED NOTES

FOR THE YEAR ENDED
DECEMBER 31, 2024

 **Comptroller's
Department**

**PORT
AUTHORITY
NY NJ**
AIR LAND RAIL SEA

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**CERTIFICATE WITH RESPECT TO
2024 FINANCIAL STATEMENTS**

We, the undersigned officers of The Port Authority of New York and New Jersey, hereby certify, in connection with the release of the financial statements of The Port Authority of New York and New Jersey (the “Authority”) and its component units for the years ended December 31, 2024 and December 31, 2023 (the “Financial Statements”) that *(a)* to the best of our knowledge and belief, the financial and other information, including the summary of significant accounting policies described in the Financial Statements are accurate in all material respects and reported in a manner designed to present fairly the Authority’s enterprise fund and fiduciary fund Net position, Changes in Net position, and Cash flows, in conformity with United States of America generally accepted accounting principles (“U.S. GAAP”); and *(b)* on the basis that the cost of internal controls should not outweigh their benefits, the Authority has established a comprehensive framework of internal controls to protect its assets from loss, theft, or misuse, and to provide reasonable (rather than absolute) assurance regarding the reliability of financial reporting and the preparation of the Financial Statements in conformity with U.S. GAAP.

Dated: New York, New York
March 12, 2025

RCotton

Richard Cotton
Executive Director

Elizabeth M. McCarthy

Elizabeth M. McCarthy
Chief Financial Officer

Daniel G. McCarron

Daniel G. McCarron
Comptroller

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KPMG LLP
345 Park Avenue
New York, NY 10154-0102

Independent Auditors' Report

Board of Commissioners
The Port Authority of New York and New Jersey

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of The Port Authority of New York and New Jersey (the Port Authority), as of and for the years ended December 31, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Port Authority's basic financial statements for the years then ended as listed in the table of contents.

In our opinion, based on our audits and the report of the other auditors, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Port Authority, as of December 31, 2024 and 2023, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with U.S. generally accepted accounting principles.

We did not audit the financial statements of The Port Authority of New York and New Jersey Retiree Health Benefits Trust (the Trust), which represents 100% of the fiduciary activities as of and for the years ended December 31, 2024 and 2023. Those statements were audited by other auditors whose report has been furnished to us, and our opinions, insofar as they relate to the amounts included for the Trust, are based solely on the report of the other auditors.

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

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

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



Auditors' Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS, we:

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

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

Required Supplementary Information

U.S. generally accepted accounting principles 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 is the responsibility of management and, 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 and other auditors have applied certain limited procedures to the required supplementary information in accordance with GAAS, 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 audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audits for the years ended December 31, 2024 and 2023 were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Port Authority's basic financial statements.



The supplementary information included in Schedules D-1, D-2, D-3, E and F, as listed in the table of contents, for the years ended December 31, 2024 and 2023 is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audits 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 GAAS. In our opinion, the information included in Schedules D-1, D-2, D-3, E and F is fairly stated, in all material respects, in relation to the basic financial statements as a whole for the years ended December 31, 2024 and 2023.

We also previously audited, in accordance with GAAS, the basic financial statements of the Port Authority as of and for the years ended December 31, 2022, 2021, 2020, 2019, 2018, 2017, 2016, and 2015 (not presented herein), and have issued our reports thereon dated March 20, 2023, March 2, 2022, March 3, 2021, March 4, 2020, March 6, 2019, March 20, 2018, March 1, 2017, and March 7, 2016, respectively, which contained unmodified opinions on the respective basic financial statements. The supplementary information included in Schedules D-1, D-2, and D-3, as listed in the table of contents, for the years ended December 31, 2022, 2021, 2020, 2019, 2018, 2017, 2016, and 2015, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and related directly to the underlying accounting and other records used to prepare the 2022, 2021, 2020, 2019, 2018, 2017, 2016, and 2015, basic financial statements, as applicable. The information was subjected to the audit procedures applied in the audit of the 2022, 2021, 2020, 2019, 2018, 2017, 2016, and 2015, basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare those financial statements or to those financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the information included in Schedules D-1, D-2, and D-3, related to the years ended December 31, 2022, 2021, 2020, 2019, 2018, 2017, 2016, and 2015, are fairly stated, in all material respects, in relation to the basic financial statements as a whole for the years ended December 31, 2022, 2021, 2020, 2019, 2018, 2017, 2016, and 2015, as applicable.

Other Information

Our audits were conducted for purposes of forming opinions on the basic financial statements as a whole. The supplementary information included in Schedule G, as listed in the table of contents, is presented for the purposes of additional analysis and is not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audits of the basic financial statements, and accordingly, we do not express an opinion or any form of assurance thereon.

Report on the Audit of Schedules A, B, and C Prepared in Accordance with Port Authority Bond Resolutions

Opinion

We have audited the accompanying Schedules A, B, and C of the Port Authority, which present the assets and liabilities as of December 31, 2024 and revenues and reserves for the year then ended, of the Port Authority prepared in accordance with the requirements of the Port Authority's bond resolution.

In our opinion, the accompanying Schedules A, B, and C referred to above present fairly, in all material respects, the assets and liabilities of the Port Authority as of December 31, 2024, and its revenues and reserves for the year then ended in accordance with the requirements of the Port Authority's bond resolutions.



Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of Schedules A, B, and C section of our report. We are required to be independent of the Port Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

We draw attention to Note A.4 of the basic financial statements, which describes the basis of accounting. As described in Note A.4 to the basic financial statements, Schedules A, B, and C are prepared by the Port Authority based on the requirements present in its bond resolutions, which is a basis of accounting other than U.S. generally accepted accounting principles. As a result, the financial statements may not be suitable for another purpose. Our opinion is not modified with respect to this matter.

Responsibilities of Management for Schedules A, B, and C

Management is responsible for the preparation and fair presentation of Schedules A, B, and C in accordance with the requirements of the Port Authority's bond resolutions. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibilities for the Audit of Schedules A, B, and C

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

In performing an audit in accordance with GAAS, we:

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



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

Report on Summarized Comparative Information

We have previously audited the Port Authority's December 31, 2023 Schedules A, B, and C prepared in accordance with the requirements of the Port Authority's bond resolutions, and we expressed an unmodified audit opinion on those audited Schedules A, B, and C in our report dated March 6, 2024. In our opinion, the summarized comparative information presented herein as of and for the year ended December 31, 2023, is consistent, in all material respects, with the audited Schedules A, B, and C from which they have been derived.

Restriction on Use

Our report on Schedules A, B, and C is intended solely for the information and use of the Port Authority and those who are a party to the Port Authority's bond resolutions, and is not intended to be and should not be used by anyone other than these specified parties.

KPMG LLP

March 12, 2025

Management's Discussion and Analysis (Unaudited)

Years ended December 31, 2024 and 2023

Introduction

The following discussion and analysis of business-type and fiduciary activities of The Port Authority of New York and New Jersey (the Port Authority) and its component units described herein (see *Note A.1 – Nature of the Organization and Summary of Significant Accounting Policies*) is intended to provide an introduction to and understanding of the enterprise fund and fiduciary fund financial statements (the financial statements) of the Port Authority for the year ended December 31, 2024, with selected comparative information for the years ended December 31, 2023 and December 31, 2022. This section has been prepared by management of the Port Authority and should be read in conjunction with the financial statements and appended note disclosures that follow the Management's Discussion and Analysis section of this report.

The Port Authority of New York and New Jersey Enterprise Fund Financial Statements Comparison for the Years Ended December 31, 2024, December 31, 2023 and December 31, 2022

The Port Authority of New York and New Jersey Enterprise Fund Statements of Net Position

The Statements of Net Position present the financial position of the Port Authority at the end of the fiscal year and include all Port Authority's assets, deferred outflows of resources, liabilities, and deferred inflows of resources as applicable. Net position represents the difference between assets and deferred outflows of resources, and liabilities and deferred inflows of resources. A summarized comparison of the Port Authority's enterprise fund Statements of Net Position follows on the subsequent page:

Management's Discussion and Analysis (Unaudited)
(continued)

	2024	2023	2022 (Restated)
	(In thousands)		
ASSETS			
Current assets	\$ 3,009,207	\$ 3,380,465	\$ 3,443,302
Noncurrent assets:			
Facilities, net	41,118,923	40,444,205	40,276,773
Lease assets	6,772,115	6,943,174	7,105,371
LaGuardia Terminal B landlord leasehold investment	1,088,018	1,147,922	1,135,986
Other noncurrent assets*	11,588,468	10,531,148	9,580,823
Total assets	63,576,731	62,446,914	61,542,255
DEFERRED OUTFLOWS OF RESOURCES			
Loss on debt refundings	44,927	51,578	49,769
Pension related amounts	666,380	517,098	774,172
OPEB related amounts	1,074,010	975,122	844,222
Total deferred outflows of resources	1,785,317	1,543,798	1,668,163
LIABILITIES			
Current liabilities*	3,017,852	2,580,205	4,081,460
Noncurrent liabilities:			
Bonds and other asset financing obligations	27,484,776	27,573,527	26,311,943
Other noncurrent liabilities*	11,654,850	11,451,698	10,417,713
Total liabilities	42,157,478	41,605,430	40,811,116
DEFERRED INFLOWS OF RESOURCES			
Gain on debt refundings	287,639	195,067	118,757
Pension related amounts	267,044	70,838	870,614
OPEB related amounts	34,305	110,034	197,735
Leases, as lessor	5,084,512	5,347,802	5,158,110
Total deferred inflows of resources	5,673,500	5,723,741	6,345,216
NET POSITION			
Net investment in capital assets	15,043,573	15,128,051	14,942,315
Restricted	771,346	719,624	851,723
Unrestricted*	1,716,151	813,866	260,048
Net position, December 31st	\$ 17,531,070	\$ 16,661,541	\$ 16,054,086

* In accordance with GASB Statement No. 96 "Subscription-Based Information Technology Arrangements" (GASB Statement No. 96), as described in Note A.3.g, "Nature of the Organization and Summary of Significant Accounting Policies", the cumulative impact of adopting GASB Statement No. 96 has been incorporated as a restatement to the Port Authority's 2022 Statement of Net Position.

2024 vs. 2023

Port Authority assets totaled \$63.6 billion at December 31, 2024, an increase of \$1.1 billion from December 31, 2023. This overall increase was primarily a result of:

Facilities, net of \$41.1 billion increased \$675 million from December 31, 2023 due to continued capital investment in Port Authority facilities as outlined in the 2017-2026 ten-year capital plan, less annual depreciation. For additional information related to capital investment by facility and business segment, see *Schedule F - Information on Capital Investment in Port Authority Facilities* contained in this report.

Management's Discussion and Analysis (Unaudited)
(continued)

Receivables, including restricted amounts (excluding lease receivables) of \$1.6 billion increased \$145 million from December 31, 2023 primarily due to: *a*) an increase amounts due from the Federal Transit Administration (FTA) and Federal Emergency Management Agency (FEMA) funding for Port Authority Trans-Hudson (PATH) Superstorm Sandy restoration and resiliency projects; *b*) an increase in amounts due under the America Rescue Plan Act (ARPA) COVID-19 for eligible aviation operating expenses; *c*) an increase in amounts due for flight fees due to timing differences related to the receipt of payments from airlines; *d*) increase in amounts due for John F. Kennedy International Air Terminal 4 (JFKIAT) percentage rent payments; and *e*) an increase in amounts due for John F. Kennedy International (JFK) Airport New Terminal One (NTO) capital contributions.

Lease assets, (as lessee) of \$6.8 billion related to lease financings containing fixed rents payable by the Port Authority and subject to GASB Statement No. 87 "Leases" (GASB Statement No. 87) decreased \$171 million primarily due to the scheduled straight-line amortization of long-term leases with the Cities of New York and Newark for the leasing of municipal air and marine terminals. Lease assets are amortized on a straight-line basis over the term of the lease agreement. For additional information related to lease assets, see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

Lease receivables, (as lessor) of \$4.6 billion related to lease financings containing fixed rent payments due the Port Authority and subject to GASB Statement No. 87 decreased \$194 million from December 31, 2023, primarily due to the scheduled amortization of rent payments received from tenants at the World Trade Center (WTC), partially offset by the execution of new and amended unregulated leases at JFK Airport, One WTC and PATH. For additional information related to lease receivables, see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

Cash and Investment balances of \$6.1 billion increased \$731 million from December 31, 2023, primarily due to: *a*) increased aviation fees and rents from airlines operating at aviation facilities; *b*) an increase in tolls due to scheduled toll rate increases; and *c*) receipts of grants and contributions in aid of construction. These increases were partially offset by: *d*) increased payments to the New York State and Local Retirement System (NYSLRS); *e*) increased payments to contractors related to capital construction projects; and *f*) increased rent payments to the cities of New York and Newark for the leasing of municipal air and marine terminals.

Cash flows from operations of \$3.2 billion increased \$288 million when compared to 2023 primarily due to increases in tolls and fares, activity-based rentals and aviation fees at aviation facilities. These increases were partially offset by pension payments to NYSLRS, payments for other postemployment benefits (OPEB) from available operating funds, increased payments to third-party suppliers for operational and maintenance support services and increase rent payments to municipalities.

Port Authority liabilities totaled \$42.2 billion at December 31, 2024, an increase of \$552 million from December 31, 2023. This increase was primarily due to:

Bonds and other asset financing obligations of \$29.3 billion, including amounts payable associated with Tower 4 Liberty Bonds decreased \$71 million from December 31, 2023, primarily due to the scheduled retirement and refunding of outstanding Consolidated Bonds of \$2.0 billion. Partially offsetting this decrease were increases related to the issuance of: *a*) \$1.2 billion of Consolidated Bonds for purposes of refunding certain Consolidated Bonds to lower future debt service payments and the scheduled retirement of certain outstanding Consolidated Bonds and Notes; *b*) \$618 million of Consolidated Bonds

Management’s Discussion and Analysis (Unaudited)
(continued)

for purposes of funding capital expenditures and *c*) \$150 million of Consolidated Bonds to pay down the revolving lines of credit under the *Special Obligation Institutional Loan Program*.

Lease liabilities (as lessee) of \$6.3 billion for lease financings containing fixed rent payables to third-parties and subject to GASB Statement No. 87 decreased \$89 million from December 31, 2023, primarily due to the scheduled amortization of rent payments paid to the Cities of New York and Newark for the leasing of municipal air and marine terminals. For additional information related to lease liabilities, see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

Accrued pension and other postemployment benefits (OPEB) of \$3.8 billion increased \$299 million primarily due to an increase in the Port Authority’s actuarially determined net OPEB liability due to changes in certain actuarial assumptions partially offset by gains on OPEB plan investments in excess of their actuarially calculated expected rate of return measured at December 31, 2024. Partially offsetting this net increase in OPEB was a net decrease in the Port Authority’s proportionate share of the actuarially determined NYSLRS Net Pension Liability (NPL), resulting from gains on plan investments in excess of their actuarially calculated expected rate of return measured at March 31, 2024.

Accounts payable of \$1.2 billion increased \$297 million from December 31, 2023 primarily due to: *a*) amounts due the NYSLRS for employer contributions covering the twelve month period ending March 31, 2025; *b*) an increase in payables related to aviation capital construction contracts; and *c*) higher amounts due third-party for operations and maintenance support contracts at Port Authority facilities.

Accrued payroll and other employee benefits of \$213 million increased \$10 million from December 31, 2023 primarily due to the 2024 adoption and implementation of GASB Statement No. 101 “*Compensated Absences*” (GASB Statement No. 101). This increase was partially offset by the payment of retro-active wage increases to represented Port Authority and PATH employees stipulated under amended labor agreements.

Accrued interest and other current liabilities of \$913 million increased \$109 million from December 31, 2023 primarily due to: *a*) advanced funding of a JFK Roadway Access rehabilitation capital project by the New York State Department of Transportation (NYSDOT); and *b*) rent relief payables to aviation concessionaires and terminal operators authorized under ARPA federal funding. These increases were partially offset by: *c*) decreased payments to aviation concessionaires for rent relief authorized under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) due to end of program; and, *d*) lower drawdown of funds received from the United States Army Core of Engineers (USACOE) for harbor maintenance dredging.

Deferred outflows of resources totaled \$1.8 billion at December 31, 2024, a net increase of \$241 million from December 31, 2023. This net increase was primarily due to changes in actuarial assumptions utilized in the 2024 actuarial valuation of the Port Authority’s net OPEB liability, partially offset by the amortization of deferred amounts related to Pensions and OPEB recognized in prior years.

Deferred outflows of resources related to Pensions and OPEB are amortized on a straight-line basis as an increase to Pensions and OPEB expense over a closed period of time, generally five years.

Deferred inflows of resources totaled \$5.7 billion at December 31, 2024, a net decrease of \$50 million from December 31, 2023. This net decrease resulted from the scheduled straight-line amortization of leases containing fixed rents due the Port Authority, as lessor, subject to GASB Statement No. 87 and the scheduled amortization of deferred amounts related to Pensions and OPEB recognized in prior years. Partially offsetting

Management's Discussion and Analysis (Unaudited) (continued)

this decrease was an increase in deferred inflows related to 2024 gains on NYSLRS and OPEB plan investments in excess of their actuarially calculated expected rate of return.

Deferred inflows of resources related to Pensions and OPEB are amortized on a straight-line basis as a reduction to Pensions and OPEB expense over a closed period of time, generally five years. Deferred inflows of resources related to lease financings, as lessor, are amortized on a straight-line basis as a component of rental income over the term of the lease agreement.

2023 vs. 2022

Port Authority assets totaled \$62.4 billion at December 31, 2023, an increase of \$905 million from December 31, 2022. This overall increase was primarily a result of:

Facilities, net of \$40.4 billion increased \$167 million from December 31, 2022 due to continued capital investment in Port Authority facilities as outlined in the 2017-2026 ten-year capital plan, less annual depreciation and the write off of previously capitalized planning and design costs related to certain capital projects that will not be constructed as originally planned. For additional information related to capital investment by facility and business segment, see *Schedule F - Information on Capital Investment in Port Authority Facilities* contained in this report.

Receivables, including restricted amounts (excluding lease receivables) of \$1.5 billion increased \$120 million from December 31, 2022 primarily due to: *a*) an increase in percentage rents due from tenants at JFK Airport; *b*) an increase in flight fees due the Port Authority due to timing differences related to the receipt of aviation fees due from the airlines; and, *c*) an increase in E-ZPass® tolls due from other tolling agencies. These increases were partially offset by: *d*) the recovery of previously deferred 2020 aviation fees as a result of COVID-19; and, *e*) the receipt of FTA funding for PATH Superstorm Sandy restoration and resiliency capital projects.

Lease assets (as lessee) of \$6.9 billion related to lease financings containing fixed rents payable by the Port Authority and subject to GASB Statement No. 87 decreased \$162 million primarily due to the continued amortization of long-term leases with the Cities of New York and Newark for the leasing of municipal air and marine terminals. Lease assets are amortized on a straight-line basis over the term of the lease agreement. For additional information related to lease assets, see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

Lease receivables (as lessor) of \$4.8 billion related to lease financings containing fixed rent payments due the Port Authority and subject to GASB Statement No. 87 increased \$266 million from December 31, 2022, primarily due to the execution of new and amended unregulated leases at One WTC, Newark Liberty International (EWR) and JFK Airports. These increases were partially offset by the application of amortization from rent payments received from tenants at One WTC and the WTC Tower 3 and 4 net lessees. For additional information related to lease receivables, see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

Cash and Investment balances of \$5.4 billion increased \$480 million from December 31, 2022, primarily due to increased cash generated from net operating revenues activities, partially offset by a decrease in consolidated bond proceeds available for construction and unapplied Passenger Facility Charges (PFC)s.

Cash flows from operations of \$2.9 billion increased \$114 million when compared to the same twelve-month period of 2022 primarily due to increases in tolls and fares, activity-based rentals, aviation fees and

Management's Discussion and Analysis (Unaudited)
(continued)

public parking at aviation facilities, partially offset by the resumption of funding current year benefit payments for OPEB from available operating funds in January 2023 and increased payments to third-party suppliers for operational and maintenance support services.

Port Authority liabilities totaled \$41.6 billion at December 31, 2023, an increase of \$794 million from December 31, 2022. This increase was primarily due to:

Bonds and other asset financing obligations of \$29.4 billion, including amounts payable associated with Tower 4 Liberty Bonds decreased \$301 million from December 31, 2022, primarily due to the scheduled retirement and refunding of outstanding Consolidated Bonds and Consolidated Notes of \$2.5 billion. Partially offsetting this decrease were increases related to the issuance of \$478 million of Consolidated Bonds for purposes of funding capital expenditures and \$1.7 billion of Consolidated Bonds for purposes of refunding certain callable bonds to lower future debt service payments and the retirement of Consolidated Notes.

Lease liabilities (as lessee) of \$6.4 billion for lease financings containing fixed rent payables to third-parties and subject to GASB Statement No. 87 decreased \$73 million from December 31, 2022, primarily due to the application of amortization from rent payments paid to the Cities of New York and Newark for the leasing of municipal air and marine terminals. For additional information related to lease liabilities, see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

Accrued pension and other postemployment benefits (OPEB) of \$3.5 billion increased \$1.1 billion primarily due to an increase in the Port Authority's actuarially determined net OPEB liability due to changes in certain actuarial assumptions and an increase in the Port Authority's proportionate share of the actuarially determined NYSLRS NPL resulting from losses on NYSLRS plan investments in excess of their expected rate of return, measured at March 31, 2023.

Accounts payable of \$930 million increased \$16 million from December 31, 2022 primarily due to higher capital construction accruals related to aviation capital construction projects and third-party operations and maintenance support contracts at Port Authority facilities.

Accrued payroll and other employee benefits of \$203 million decreased \$52 million from December 31, 2022 primarily due to the payment of retro-active wage increases to represented Port Authority and PATH employees stipulated under amended labor agreements.

Accrued interest and other current liabilities of \$804 million increased \$79 million from December 31, 2022 primarily due to the timing of payables for: *a)* insurance premium payments; *b)* percentage rent payments due to the cities of New York and Newark; *c)* payments due aviation concessionaires for rent relief authorized under the CRRSAA federal funding; and, *d)* electronic tolls due other tolling agencies.

Deferred outflows of resources totaled \$1.5 billion at December 31, 2023, a decrease of \$124 million from December 31, 2022. This net decrease was primarily due to the amortization of previously recognized deferred outflows resulting from changes in actuarial assumptions used in the actuarial valuation of the Port Authority's proportionate share of the NYSLRS NPL. These decreases were partially offset by an increase in 2023 deferred outflows resulting from changes in actuarial assumptions utilized in the actuarial valuation of the Port Authority's net OPEB liability. Deferred outflows of resources related to Pensions and OPEB are amortized on a straight-line basis as an increase to Pensions and OPEB expense over a closed period of time.

Management's Discussion and Analysis (Unaudited) (continued)

Deferred inflows of resources totaled \$5.7 billion at December 31, 2023, a net decrease of \$621 million from December 31, 2022. This net decrease resulted from the amortization of previously recognized deferrals related to gains on NYSLRS and OPEB plan investments in excess of their expected rate of return and the scheduled amortization of lease financings containing fixed rents due the Port Authority, as lessor and subject to GASB Statement No. 87.

Deferred inflows of resources related to Pensions and OPEB are amortized on a straight-line basis as a reduction to Pensions and OPEB expense over a closed period of time. Deferred inflows of resources related to lease financings are amortized as a component of rental income on a straight-line basis over the term of the lease agreement.

The Port Authority of New York and New Jersey Enterprise Fund Statements of Revenues, Expenses and Changes in Net Position

The year-to-year change in net position is an indicator of whether the overall fiscal condition of an organization has improved or worsened during the year.

Net operating income, before consideration of expenses related to employer provided retiree healthcare and retirement benefits totaled \$1.0 billion in 2024, an increase of \$97 million from 2023, primarily as a result of a \$373 million or 6% increase in gross operating revenues, partially offset by higher operating expenses of \$235 million or 6% as described more fully below. After consideration of expenses related to employer provided retiree healthcare and retirement benefits net operating income for 2024 increased \$97 million or 11% as compared to 2023, primarily due to increases in activity-based revenues at aviation and marine terminal facilities, a toll rate increase in January 2024, higher aviation cost recovery fees primarily as a result of a new cost recovery formula that became effective on January 1, 2024, and additional fixed rentals at aviation facilities.

When compared to 2024 budgeted amounts, Net Operating Revenues (NOR) excluding the non-cash portion of employer provided fringe benefits of \$293 million, for 2024 was \$45 million or 2% higher than plan, primarily driven by higher than planned aviation cost recovery fees and percentage rental income, as described above.

Management’s Discussion and Analysis (Unaudited)
(continued)

The following is a summary of the Statements of Revenues, Expenses and Changes in Net Position:

(In thousands)	2024	2023	2022 (Restated)
Gross operating revenues	\$ 6,936,358	\$ 6,563,287	\$ 5,977,356
Operating expenses ¹	(3,969,817)	(3,735,087)	(3,120,919)
Depreciation and amortization	(1,958,724)	(1,917,543)	(1,908,692)
Income from operations	1,007,817	910,657	947,745
Nonoperating revenues/(expenses), net			
Grants, in connection with operating activities and pass-through grant program payments	186,662	99,730	160,290
Financial income/(loss), including changes in fair value of investments	245,595	269,373	(83,167)
Interest expense in connection with bonds and other asset financings, net ^{1,2}	(1,157,143)	(1,148,038)	(1,077,365)
Interest income, as lessor	158,610	155,290	140,978
Interest expense, as lessee	(211,305)	(213,973)	(220,654)
Loss on disposition of assets, including lease terminations	(160)	(2,281)	—
Capital contributions and PFCs	639,453	536,697	564,905
Increase in net position ¹	869,529	607,455	432,732
Net position, January 1st	16,661,541	16,054,086	15,621,354
Net position, December 31st ¹	\$ 17,531,070	\$ 16,661,541	\$ 16,054,086

¹ In accordance with GASB Statement No. 96, as described in *Note A.3.q, “Nature of the Organization and Summary of Significant Accounting Policies.”* 2022 amounts have been restated.

² Includes \$32.5 million in 2024, 2023 and 2022 related to Tower 4 Liberty Bonds debt service payments due the Port Authority from the WTC Tower 4 net lessee.

Financial results of an individual facility and business segment for 2024 can be found in *Schedule E – Information on Port Authority Operations* located in the Statistical and Other Supplemental Information section of this report.

Gross Operating Revenues

A summary of gross operating revenues by source and business segment follows:

	2024	2023	2022
		(In thousands)	
Rentals*	\$ 2,363,621	\$ 2,187,837	\$ 1,978,706
Bridge and tunnel tolls	2,015,934	1,936,355	1,829,220
Aviation fees	1,719,025	1,606,056	1,395,424
Parking and other	530,812	549,780	478,337
Utilities	154,505	148,952	182,163
PATH fares	152,461	134,307	113,506
Total	\$ 6,936,358	\$ 6,563,287	\$ 5,977,356

* Includes the straight-line amortization of deferred inflows of resources related to lease financings containing fixed rents due the Port Authority, as lessor recognized under GASB Statement No. 87.

Management's Discussion and Analysis (Unaudited)
(continued)

	2024	2023	2022
		(In thousands)	
Aviation	\$ 3,941,040	\$ 3,653,830	\$ 3,223,841
Tunnels, Bridges & Terminals	2,068,245	1,987,504	1,879,336
Port	387,633	371,279	396,977
World Trade Center	340,580	380,593	331,699
PATH*	165,624	147,947	124,003
Other**	33,236	22,134	21,500
Total	\$ 6,936,358	\$ 6,563,287	\$ 5,977,356

Note: Amounts include the amortization of deferred inflows of resources related to lease financings containing fixed rents due the Port Authority, as lessor recognized under GASB Statement No. 87.

* Includes PATH Fare Revenue at the PATH station located at the WTC Transportation Hub.

** Includes Development Facilities and Ferry Transportation.

2024 vs. 2023

Gross operating revenues, excluding PFCs totaled \$6.9 billion in 2024, an increase of \$373 million, or 6% as compared to 2023.

Rentals, including the straight-line amortization of deferred inflows of resources related to lease financings containing fixed rents due the Port Authority, as lessor and subject to GASB Statement No. 87 totaled \$2.4 billion in 2024, an increase of \$176 million or 8% as compared to 2023 primarily due to: *a*) an increase in activity-based rental income at aviation facilities due to increased passenger activity; *b*) an increase in common use gate charges at EWR Airport Terminals A and B and added gate availability; *c*) increased fixed rents at aviation facilities as a result of the addition of new facilities and scheduled rent increases; and *d*) higher cargo container throughput revenues at Port Authority Marine Terminals due to increased cargo container activity.

Bridge and Tunnel Tolls of \$2.0 billion increased \$80 million or 4% as compared to 2023 primarily due to a Consumer Price Index (CPI) based toll rate increase of \$0.63, effective January 6, 2024, partially offset by a slight increase in net toll violations.

Aviation fees of \$1.7 billion increased \$113 million, or 7% as compared to 2023 primarily due to: *a*) an increase in recoveries due under amended cost recovery agreements with airlines that became effective January 1, 2024; *b*) an increase in AirTrain fares due to a fare increase in March 2024 and increased passenger activity, partially offset by a discounted summer fare at JFK Airport; *c*) an increase in rental car contributions due to a rate increase in April 2024; and *d*) an increase in for-hire-vehicle (FHV) airport access fee revenues due to increased activity.

Parking and other fees of \$531 million decreased \$19 million, or 3% as compared to 2023 primarily due to a decline in public parking activity at JFK and EWR Airports due to ongoing construction, partially offset by an increase in Port Authority Marine Terminal Cargo Facility Charges (CFCs) due to an increase in billing rates and a 11% increase in cargo container activity in 2024 when compared to 2023.

PATH fares of \$152 million increased \$18 million or 14% compared to 2023, primarily due to a 13% increase in PATH passenger ridership as compared to ridership levels in 2023. PATH ridership for 2024 was 70% of pre-COVID-19 passenger levels.

2023 vs. 2022

Gross operating revenues, excluding PFCs totaled \$6.6 billion in 2023, an increase of \$586 million, or 10% as compared to 2022.

Rentals, including the straight-line amortization of deferred inflows of resources related to lease financings containing fixed rents due the Port Authority, as lessor, and subject to GASB Statement No. 87 totaled \$2.2 billion in 2023, an increase of \$209 million or 11% as compared to 2022 primarily due to: **a)** an increase in activity-based rental income at Aviation facilities due to increased passenger activity in 2023 compared to 2022; **b)** an increase in fixed rents at JFK Airport NTO and Terminals 6 and 7 that commenced in June 2022 and December 2022, respectively; **c)** increased fixed rents at EWR Airport Terminal A, commencing in January 2023; and, **d)** an increase in fixed rent at Aviation facilities due to scheduled rent increases. These increases were partially offset by a decrease in activity-based rentals at Port Authority Marine Terminals due to decreased container activity in 2023 compared to 2022 as a result of macro-economic trends.

Bridge and Tunnel Tolls of \$1.9 billion increased \$107 million or 6% as compared to 2022 primarily due to a CPI toll rate increase of \$1.00, effective in January 2023 and a 2% increase in vehicular activity at the Port Authority's six vehicular crossings, partially offset by an increase in toll violations.

Aviation fees of \$1.6 billion increased \$211 million, or 15% as compared to 2022 primarily due to: **a)** an increase in recoverable operating and maintenance expenses, security costs and capital investment placed into service in 2023 when compared to 2022; **b)** an increase in FHV airport access fees due to increased activity; **c)** an increase in AirTrain fare revenues due to increased passenger activity and a fare increase effective in March 2022; and, **d)** an increase in fees for the usage of the federal inspection facility at EWR Airport, Terminal B due to increased international passenger activity.

Parking and other fees of \$550 million increased \$71 million, or 15% as compared to 2022 primarily due to: **a)** increased public parking activity at Aviation facilities due to increased aviation passenger activity levels, increased parking rates and longer average stays when compared to 2022; **b)** the recovery of WTC site insurance premiums procured by the Port Authority from the WTC retail premise operator for the years covering 2016 through 2023; **c)** increased recovery of operating expenses at the cogeneration facility at JFK Airport from the operator; and, **d)** an increase in recoverable tenant service charges at One WTC due to higher occupancy and activity. Partially offsetting these increases is a decrease in Port Authority Marine Terminal CFCs due to a decrease in cargo container activity in 2023 when compared to 2022 as a result of macro-economic trends.

PATH fares of \$134 million increased \$21 million or 18.3% compared to 2022, primarily due to a 18.5% increase in PATH passenger ridership as compared to ridership levels in 2022. PATH ridership for 2023 was 61% of pre-COVID-19 passenger levels.

Management's Discussion and Analysis (Unaudited)
(continued)

Operating Expenditures

A summary of operating expenditures by type and business segment follows:

	2024	2023	2022 (Restated)
		(In thousands)	
Employee compensation, including benefits	\$ 1,995,896	\$ 1,801,019	\$ 1,438,403
Contract services	1,261,199	1,200,165	1,054,605
Rents and payments in-lieu-of taxes (PILOT)*	114,028	84,878	47,434
Materials, equipment and other	387,283	446,055	336,727
Utilities	211,411	202,970	243,750
Total	\$ 3,969,817	\$ 3,735,087	\$ 3,120,919

* Amounts exclude the straight-line amortization of lease assets recognized under GASB Statement No. 87.

	2024	2023	2022 (Restated)
		(In thousands)	
Aviation	\$ 2,048,948	\$ 1,995,247	\$ 1,603,391
Tunnels, Bridges & Terminals	752,413	668,427	568,085
PATH*	598,828	552,255	481,163
World Trade Center	386,579	360,917	295,907
Port	209,895	176,769	160,737
Other**	(26,846)	(18,528)	11,636
Total	\$ 3,969,817	\$ 3,735,087	\$ 3,120,919

Note: Amounts exclude the straight-line amortization of lease assets recognized under GASB Statement No. 87.

* Includes PATH operating expenses related to the PATH station located at the WTC Transportation Hub.

** Includes Development Facilities, Ferry Transportation and Other Programs. Operating Expenses include GASB Statement No. 87 contra rent expense amounts related to leases entered into for the purposes of providing centralized support services to Port Authority facilities.

2024 vs. 2023

Operating expenses totaled \$4.0 billion in 2024, an increase of \$235 million or 6% from 2023.

Employee compensation, including employer provided healthcare and retirement benefits of \$2.0 billion increased approximately \$195 million, or 11% from 2023 primarily due to: *a*) an increase in the actuarially determined OPEB retiree healthcare expense due to changes in actuarial assumptions used in the 2024 actuarial valuation; *b*) increased healthcare costs related to active employees; *c*) general wage increases and additional headcount; *d*) heightened security at Port Authority facilities; *e*) increase in snow and ice removal activity due to harsher weather conditions in 2024 compared to 2023; and, *f*) PATH operational expenses to improve service. Partially offsetting these increases was a decrease to NYSLRS pension expense due to 2024 gains on plan investments in excess of their actuarially calculated expected rate of return.

Contract services of \$1.3 billion increased \$61 million, or 5% as compared to 2023 primarily due to: *a*) an increase in ground transportation services at JFK Airport due to added traffic mitigation measures due to ongoing construction and AirTrain outages; *b*) increased share of maintenance costs of All-Electronic Tolling (AET) open-road tolling (ORT) system at tunnel and bridge facilities; *c*) increased maintenance dredging at New Jersey Marine Terminals; *d*) an increase in contract security services at JFK Airport due

Management's Discussion and Analysis (Unaudited) (continued)

to increased billing rates and heightened security; and *e*) an increase in concession management fees at EWR Terminal A due to an increase concessions sales.

Rents and payments in-lieu-of-taxes (PILOT), excluding the straight-line amortization of lease assets subject to GASB Statement No. 87, of \$114 million increased \$29 million, or 34% when compared to 2023 primarily due to an increase in percentage rent due the City of Newark and the City of New York for the leasing of marine and air terminals due to increased air terminal and marine terminal operating revenues and an increase in PILOT payments to the City of New York for the WTC Campus as a result of higher assessed property values and increased tax rates.

Materials, equipment and other of \$387 million decreased \$59 million, or 13% from 2023 primarily due to: *a*) a decrease in write offs related to capitalized planning and design costs related to capital projects that will not be constructed; and *b*) a decrease in environmental pollution remediation expense provisions at Port Authority facilities. These decreases were partially offset by: *c*) an increase in public liability self-insured loss reserves and increased property damage and public liability insurance premiums; *d*) an increase in materials for snow and ice removal due to harsher weather conditions in 2024 compared to 2023; and, *e*) the demolition of an obsolete building structure at Howland Hook Marine Terminal.

Utilities of \$211 million increased \$8 million, or 4% as compared to 2023 primarily due to an increase in: *a*) PATH metered electricity due to retroactive billing; *b*) water expense at LGA due to retractive billing; and, *c*) electricity expense and EWR Airport due to increased billing rates and consumption

2023 vs. 2022

Operating expenses totaled \$3.7 billion in 2023, an increase of \$614 million or 20% from 2022.

Employee compensation of \$1.8 billion increased approximately \$363 million from 2022 primarily due to: *a*) \$321 million increase in the actuarially determined pension expense resulting from losses on NYSLRS plan investments measured at March 31, 2023 and actuarially determined OPEB expense related to retirement healthcare costs resulting from changes in certain actuarial assumptions measured at December 31, 2023; *b*) additional headcount to address vacancies; *c*) general wage increases; and, *d*) the hiring and training of additional police officers to address attrition.

Contract services of \$1.2 billion increased \$146 million, or 14% as compared to 2022 primarily due to increased payments to third-party contractors for operational, contract security and maintenance services at Port Authority facilities resulting from increased activity levels and scheduled billing rate increases, increased costs related to EWR AirTrain state of good repair work and increased repair work at the cogeneration facility at JFK Airport. These increases were partially offset by a decrease in contracted snow and ice removal activities due to milder weather conditions in the first quarter of 2023.

Rents and payments in-lieu-of-taxes (PILOT), excluding the straight-line amortization of lease assets recognized under GASB Statement No. 87, of \$85 million increased \$37 million when compared to 2022 primarily due to an increase in 2023 percentage rent payable to the City of Newark and the City of New York for the leasing of marine and air terminals resulting from increased airport revenues and an increase in PILOT payments to the City of New York for the WTC Campus as a result of higher assessed property values.

Materials, equipment and other of \$446 million increased \$109 million from 2022 primarily due to: *a*) the write off of certain previously capitalized planning and design costs related to capital projects that will not

Management’s Discussion and Analysis (Unaudited)
(continued)

be constructed; **b)** an increase in public liability self-insured loss reserves and increased property damage and public liability insurance premiums; and **c)** an increase in materials and supplies for mechanical, structural and electrical repair work at Port Authority’s facilities. These increases were partially offset by a decrease in environmental pollution remediation expense provisions at Port Authority facilities.

Utilities of \$203 million decreased \$41 million, or 17% as compared to 2022 primarily due to a decrease in billing rates and usage at Port Authority Aviation facilities and decreased billing rates at PATH.

Amortization of Lease Assets, (Port Authority as lessee)

In 2022, the Port Authority adopted GASB Statement No. 87. Under this statement, a lessee is required to recognize a lease asset, measured at the present value of expected fixed rent payments to be made to lessors. Lease assets are amortized on a straight-line basis over the lease term, as described in *Note A.3.p, Nature of the Organization and Summary of Significant Accounting Policies*. For additional information related to lease liabilities see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

2024 vs. 2023

Amortization of leases (as lessee) of approximately \$174 million decreased \$3 million, or 2% from 2023 primarily due to lower straight-line amortization of lease agreements for corporate office space in Jersey City, New Jersey.

2023 vs. 2022

Amortization of leases (as lessee) of approximately \$177 million increased \$4 million from 2022 due to the extension of lease agreements for corporate office space in Jersey City and Hoboken.

A summary of amortization of lease assets related to lease financings containing fixed rents payable by the Port Authority as lessee and subject to GASB Statement No. 87 by business segment follows:

	2024	2023	2022
		(In thousands)	
Aviation	\$ 155,208	\$ 155,058	\$ 155,704
Other*	10,110	13,101	8,340
Port Authority Marine Terminals	8,443	8,434	8,434
Tunnels, Bridges & Terminals	93	162	137
PATH	64	—	161
Total	\$ 173,918	\$ 176,755	\$ 172,776

* Includes Development facilities, Ferry Transportation and leases entered into for the purpose of providing centralized support services to Port Authority facilities.

Management’s Discussion and Analysis (Unaudited)
(continued)

Depreciation and Amortization

A summary of depreciation and amortization of capital infrastructure assets by business segment follows:

	2024	2023	2022
		(In thousands)	
Aviation*	\$ 692,945	\$ 696,143	\$ 696,130
World Trade Center	380,177	376,779	373,944
Tunnels, Bridges & Terminals	339,892	315,240	307,961
PATH**	260,947	239,007	228,069
Port Department	91,258	84,781	88,697
Other***	19,587	28,838	41,115
Total	\$ 1,784,806	\$ 1,740,788	\$ 1,735,916

* Includes LGA Terminal B landlord leasehold depreciation of \$66 million in 2024, \$62 million in 2023, and \$63 million in 2022.

** Includes WTC Transportation Hub and Hudson Tunnel Project.

*** Includes Regional Facilities and Other Programs, Development Facilities, Access to the Regions Core, Ferry Transportation and Moynihan Station Transportation Program.

2024 vs. 2023

Depreciation and amortization of \$1.8 billion related to capital infrastructure investments increased \$44 million, or 3% as compared to 2023 primarily due to the scheduled completion of approximately \$4.5 billion of capital construction projects in 2024 and 2023. These capital infrastructure assets have been placed into operational service and are being depreciated over their estimated useful lives, including, elements of the: **a)** PATH rail car fleet expansion program; **b)** EWR Airport Redevelopment Program; **c)** LGA Airport Redevelopment Program; and **d)** the scheduled retirement of certain George Washington Bridge Suspender Rope related capital assets that have been replaced under the Restore the George Program.

2023 vs. 2022

Depreciation and amortization of \$1.7 billion related to capital infrastructure investments increased \$5 million, as compared to 2022 primarily due to a year over year decrease related to a 2022 non-recurring accelerated depreciation charge for the scheduled retirement of certain legacy LGA Airport Central Terminal Building (CTB) capital assets that have been taken out of service and now replaced under the LGA Airport Redevelopment Program. This decrease was partially offset by the completion of approximately \$5.4 billion of capital construction projects in 2022 and 2023. These capital infrastructure assets have been placed into operational service and are now being depreciated over their estimated useful lives, including elements of the: **a)** EWR Airport Redevelopment Program; **b)** PATH rail car fleet expansion and overhaul program; and **c)** the LGA Airport Redevelopment Program.

Additional information related to capital investment in Port Authority facilities can be found in *Note B – Facilities, net, Schedule D-3 – Selected Statistical Financial Data by Business Segment* and *Schedule F – Information on Capital Investment in Port Authority Facilities* located in this report.

Income/(Loss) from Operations

Income/(Loss) from operations is comprised of gross operating revenues, less the sum of: **a)** operating expenses; and, **b)** depreciation and amortization.

Management’s Discussion and Analysis (Unaudited)
(continued)

A summary of income/(loss) from operations by business segment follows:

	2024	2023	2022 (Restated) ⁴
		(In thousands)	
Aviation ¹	1,043,939	807,382	768,616
Tunnels, Bridges & Terminals	\$ 975,847	\$ 1,003,675	\$ 1,003,153
Port Department	78,037	101,295	139,109
Other ²	30,385	(1,277)	(39,591)
World Trade Center	(426,176)	(357,103)	(338,152)
PATH ³	(694,215)	(643,315)	(585,390)
Income	\$ 1,007,817	\$ 910,657	\$ 947,745

1 Includes LGA Terminal B landlord leasehold depreciation of \$66 million in 2024, \$62 million in 2023, and \$63 million in 2022.

2 Includes Regional Facilities and Programs, Development Facilities, Moynihan Station Transportation Program and Ferry Transportation.

3 Includes WTC Transportation Hub.

4 In accordance with GASB Statement No. 96 as described in *Note A.3.q, Nature of the Organization and Summary of Significant Accounting Policies*, the cumulative impact of adopting GASB Statement No. 96 has been incorporated as a restatement to the Port Authority’s 2022 Statement of Revenues, Expenses and Changes in Net Position.

2024 Income from operations of \$1.0 billion increased \$97 million from 2023 primarily due to: *a*) increased activity-based revenues at Aviation and Marine terminals; *b*) increased rentals and aviation fees at aviation facilities; and, *c*) toll rate increases effective in January 2024. Partially offsetting these increases was an increase in operating expenses, including the actuarially determined OPEB expense due to changes in actuarial assumptions.

2023 Income from operations of \$911 million increased \$37 million from 2022 primarily due to a \$321 million year over year increase in the actuarially determined Pensions and OPEB expenses. Partially offsetting these decreases were revenue increases related to increased activity volumes across most Port Authority facilities, toll rate increases effective in January 2023, and additional rentals and aviation fees at aviation facilities.

Management’s Discussion and Analysis (Unaudited)
(continued)

Nonoperating Revenues and Expenses

A summary of nonoperating revenues and expenses follows:

	2024	2023	2022 (Restated)
		(In thousands)	
Financial income	\$ 164,336	\$ 136,290	\$ 55,000
Net increase/(decrease)in fair value of investments	81,259	133,083	(138,167)
Interest expense in connection with bonds and other asset financings, net ^{1,2}	(1,157,143)	(1,148,038)	(1,077,365)
Interest income, as lessor	158,610	155,290	140,978
Interest expense, as lessee	(211,305)	(213,973)	(220,654)
Loss on disposition of assets, including lease terminations	(160)	(2,281)	—
Pass-through grant program payments	(48,206)	(12,156)	—
Grants, in connection with operating activities	234,868	111,886	160,290
Nonoperating expenses, net	\$ (777,741)	\$ (839,899)	\$ (1,079,918)

1 Includes amounts related to Tower 4 Liberty Bonds debt service payments due the Port Authority from the WTC Tower 4 net lessee.

2 In accordance with GASB Statement No. 96 as described in *Note A.3.q, Nature of the Organization and Summary of Significant Accounting Policies*, 2022 Nonoperating Revenue and Expenses have been restated for comparison purposes.

2024 vs. 2023

Financial income, comprised of interest income and the net change in fair value of investments totaled \$246 million in 2024, a decrease of \$24 million, or 9% when compared to 2023. This decrease was primarily due to the recognition of unrealized losses related to decreases in the fair value of United States securities held in Port Authority investment accounts in 2024 due to the fluctuation of interest rates, partially offset by increased earnings from securities due to higher realized rates of return.

Interest expense in connection with bonds and other asset financings, net of \$1.2 billion, increased \$9 million, or 1% from 2023 primarily due to increased interest payments resulting from the issuance of additional consolidated bonds to fund capital construction. These increases were partially offset by decreased interest payments resulting from the refunding of certain consolidated bonds for purposes of achieving future debt service savings.

Interest income (as lessor) related to lease financings containing fixed rents due the Port Authority as lessor and subject to GASB Statement No. 87 of \$159 million remained constant when compared to 2023.

Interest expense (as lessee) primarily related to lease financings that are subject to GASB Statement No. 87, of \$211 million remained constant when compared to 2023.

Grants, in connection with operating activities, of \$235 million increased \$123 million from 2023 primarily due to: *a*) an increase in the federal funding under the COVID-19 ARPA for eligible aviation expenses; and, *b*) an increase in federal funding from the United States Army Corps of Engineers for dredging at Port Newark. These increases were partially offset by a year-over-year decrease in FEMA funding for COVID-19 testing which reached its maximum obligation amount in 2023.

Management's Discussion and Analysis (Unaudited) (continued)

Pass-through grant program payments to sub-grantees of \$48 million increased \$36 million when compared to 2023 due to an increase in funding for ARPA rent relief to airport concessionaires and terminal operators.

Pass-through grant program payments are offset in their entirety by either a *Contribution in aid of construction* or a *Grant, in connection with an operating activity*.

2023 vs. 2022

Financial income, comprised of interest income and the net change in fair value of investments totaled \$269 million in 2023, an increase of \$353 million when compared to 2022. This increase was primarily due to the recognition of unrealized gains related to increases in the fair value of United States securities held in Port Authority investment accounts in 2023 due to the fluctuation of interest rates and increased earnings from securities due to higher realized rates of return.

Interest expense in connection with bonds and other asset financings, net of \$1.2 billion, increased \$71 million from 2022 primarily due to increased interest payments resulting from the issuance of additional consolidated bonds for purposes of funding capital construction at higher interest rates. These increases were partially offset by decreased interest payments resulting from the refunding of certain consolidated bonds for purposes of achieving debt service savings.

Interest income (as lessor) related to lease financings containing fixed rents due the Port Authority as lessor and subject to GASB Statement No. 87 totaled \$155 million in 2023, an increase of \$14 million when compared to 2022. This year over year increase was primarily due to new and modified non-regulated space leases at One WTC and EWR and JFK airports.

Interest expense (as lessee) primarily related to lease financings that are subject to GASB Statement No. 87, of \$214 million remained constant when compared to 2022.

Grants, in connection with operating activities of \$112 million decreased \$48 million from 2022 primarily due to a decrease in ARPA COVID-19 federal funding as a result of a decrease in eligible aviation operating expenses.

Pass-through grant program payments to sub-grantees of \$12 million increased \$12 million when compared to 2022 due to an increase in funding for Airport Coronavirus Response Grant Program (ACRGP) concessions funding for eligible airport concessionaires.

Pass-through grant program payments are offset in their entirety by either a *Contribution in aid of construction* or a *Grant, in connection with an operating activity*.

Capital Contributions and Passenger Facility Charges (PFCs)

A summary of Capital Contributions and PFCs follows:

	2024	2023	2022
		(In thousands)	
Contributions in aid of construction	\$ 346,455	\$ 227,574	\$ 290,491
PFCs	292,998	309,123	274,414
Total	\$ 639,453	\$ 536,697	\$ 564,905

Management’s Discussion and Analysis (Unaudited)
(continued)

2024 vs. 2023

Contributions in aid of construction of \$346 million increased \$119 million from 2023 primarily due to: *a)* increases in capital contributions from the New York State Department of Transportation for certain roadway work at JFK Airport; *b)* increased federal funding of eligible expenses for FTA PATH Superstorm Sandy restoration and resiliency capital projects; *c)* increased federal funding from the Federal Aviation Administration (FAA) for runway rehabilitation at New York Stewart International Airport; and *d)* an increase in capital contributions from third parties related to the redevelopment of Terminal One at JFK Airport. These increases were partially offset by a year-to-year decrease in capital contributions related to the redevelopment of JFK Airport Terminals 6 and 7.

PFCs of \$293 million decreased \$16 million from 2023 due to a 2022 PFC revenue under accrual that was increased in 2023, partially offset by an increase in 2024 PFC collections due to a 1% increase in passenger activity.

2023 vs. 2022

Contributions in aid of construction of \$228 million decreased \$63 million from 2022 primarily due to lower capital spending on capital projects eligible for federal funding, including: *a)* decreased expenses in FTA PATH Superstorm Sandy restoration and resiliency capital projects; and, *b)* a decrease in capital contributions from terminal operators and developers related to the redevelopment of JFK Airport. These decreases were partially offset by increases in Airport Improvement Program (AIP) funding related to the reconstruction of certain runways at JFK and FTA funding related to flood mitigation and resiliency improvements at WTC.

PFCs of \$309 million increased \$35 million from 2022 due to a 13% increase in passenger activity compared to 2022. PFCs collections, in 2023 were 106% of pre-COVID-19 levels.

Capital Construction Activities

Port Authority capital investment, including capital investment funded with third-party capital contributions, accrued amounts related to capital construction activities and landlord leasehold improvements in LGA Terminal B totaled \$2.4 billion in 2024, \$1.9 billion in 2023 and \$1.9 billion in 2022.

A summary of capital investment by business segment follows:

	2024	2023	2022
		(In millions)	
Aviation*	\$ 1,315	\$ 883	\$ 1,251
Tunnels, Bridges & Terminals	555	510	298
PATH**	357	380	257
WTC (including WTC Transportation Hub)	92	89	92
Port Department	77	52	30
Total	\$ 2,396	\$ 1,914	\$ 1,928

* Includes LGA Terminal B landlord leasehold capital investment of \$6 million in 2024, \$74 million in 2023, and \$164 million in 2022.

**Includes amounts related to the Hudson Tunnel Project, including capital investment amounts previously reported in the Gateway Early Work Program

Management’s Discussion and Analysis (Unaudited)
(continued)

Capital Funding Sources 2024*

	(In thousands)	
Port Authority Consolidated Bond Reserve Funds**	\$ 944,197	42%
Consolidated bonds**	538,622	24%
Passenger Facility Charges	532,750	23%
Other contributions in aid of construction	245,457	11%
Total	\$ 2,261,026	

* Capital funding sources exclude accrued amounts in connection with capital construction activities.

** Includes funding for LGA Terminal B landlord leasehold capital investment.

Additional information related to capital investment in Port Authority facilities can be found in *Note B – Facilities, net*, *Schedule D-3 – Selected Statistical Financial Data by Business Segment*, and *Schedule F – Information on Capital Investment in Port Authority Facilities*.

Capital Financing and Debt Management

As of December 31, 2024, bonds and other asset financing obligations of the Port Authority, including \$1.2 billion associated with Tower 4 Liberty Bonds for which the Port Authority is a co-borrower/obligor totaled \$29.3 billion. For additional information related to bonds and other asset financing obligations of the Port Authority see *Note D- Outstanding Financing Obligations*.

During 2024, the Port Authority issued approximately \$2.0 billion of Consolidated Bonds, including \$198 million in premiums received at issuance. Of this amount, \$1.2 billion was utilized to refund outstanding Consolidated Bonds to achieve savings on future debt service payments, \$618 million was allocated for purposes of funding capital construction projects at Port Authority facilities and \$150 million was used to pay down lines of credit under the *Special Obligation Institutional Loan Program*.

During 2024, the Port Authority drew approximately \$24 million from its revolving lines of credit authorized under the *Special Obligation Institutional Loan Program* for purposes of funding capital construction projects.

Credit Ratings

Listed below is a summary of credit ratings assigned to outstanding debt obligations of the Port Authority as of December 31, 2024.

DEBT OBLIGATION	Standard & Poor’s	Fitch Ratings	Moody’s Ratings
Consolidated Bonds	AA-	AA-	Aa3

Note: No revisions were made to Port Authority credit ratings in 2024.

Each rating reflects only the view of the ratings service issuing such rating and is not a recommendation by such ratings service to purchase, sell, or hold any maturity of Port Authority obligations or as to market price or suitability of any maturity of the obligations for a particular investor. An explanation of the significance of a rating may be obtained from the ratings service issuing such rating. There is no assurance that any rating will continue for any period of time or that it will not be revised or withdrawn. A revision or withdrawal of a rating may have an effect on market price. Additional information on Port Authority debt obligations can be found in *Note D- Outstanding Financing Obligations*.

Other Activities

Toll & Fare Increases

On December 12, 2024, the Port Authority’s Board of Commissioners authorized certain adjustments to the schedule of tolls at Port Authority vehicular crossings (Revised Toll Schedule). The Revised Toll Schedule, effective January 5, 2025, includes an increase of \$0.25 to bridge and tunnel toll rates for all auto, motorcycles and truck classes, and additional annual increases of \$0.25 per year for the three-year period covering 2026-2028, beyond the automatic, inflation-based adjustments that were authorized in 2019. The Revised Toll Schedule preserves lower rates and discounts for E-ZPass® users and the Staten Island Bridges Plan. In addition, two added toll adjustments designed to incentivize non-E-ZPass® users to enroll in the E-ZPass® program and encourage the proper positioning of the E-ZPass® transponder will become effective on July 6, 2025, to help offset the higher processing and collection costs for vehicles not enrolled in the E-ZPass® payment program or whose transponder cannot be read. The toll rate for automobiles and motorcycles not enrolled in the E-ZPass® payment program will be raised to \$22.38. A new “mid-tier” rate of \$18.72 (a blend of the E-ZPass® and Tolls by Mail rates) would be established for all vehicles classes when an E-ZPass transponder cannot be read, and will be adjusted in the future as the Tolls by Mail and E-ZPass® rates are adjusted.

As cashless toll collection has commenced at all of the Port Authority vehicular crossings, automatic annual CPI inflation-based adjustments that were authorized in 2019 took effect in January 2024. As a result of the annual CPI inflation-based adjustments, the E-ZPass® and Toll by Mail toll rates across vehicle classes increased \$0.43 effective January 5, 2025. For additional information related to tolling rates, E-ZPass® discounts and designated user programs, please refer to the following link: <http://www.panynj.gov/bridges-tunnels/tolls.html>.

PATH fares are indexed to inflation, based on CPI, with increases occurring when the cumulative increase in CPI, as measured from the last fare increase, is applied to the single ride fare and results in an adjustment of at least \$0.25. For additional information related to PATH fares please refer to the following link: <http://www.panynj.gov/path/fares.html>.

Cashless Tolling

Cashless toll collection is in effect at all of the Agency’s bridges and tunnels. Implementation of cashless tolling provides the most efficient and reliable form of collection, reduces travel times, enhances safety, improves traffic flow and provides environmental benefits by limiting idling and reducing delays, as vehicles no longer have to stop at a toll plaza. Over time, implementation of cashless tolling may impact toll revenues previously collected in cash, by, among other things, shifting customers to E-ZPass® tags (which provide for toll discounts), and requiring additional collection efforts for customers that are billed by mail. The Port Authority is committed to increasing delinquent toll collection, together with related fees, and will closely monitor any changes in overall toll recovery at facilities with cashless tolling but does not expect the implementation of cashless tolling to have a material impact on Port Authority revenues.

Airport User Fees

The Port Authority recovers its costs to build, operate and maintain its three major commercial airports through various fees imposed upon the airlines which use the airports. These fees include some or all of the following: flight fees, which are imposed upon each departing aircraft for the use of Port Authority airport infrastructure, fuel fees which are charged for each gallon of fuel delivered into aircraft and ground access charges, including costs of the airtrains at JFK and Newark Airports. Charges are either assessed under

Management’s Discussion and Analysis (Unaudited)
(continued)

formulations and methodologies embodied in contracts entered into by certain airlines (Flight Fee Agreements) or under a rates and charges tariff promulgated by the Port Authority at each airport for the non-signatory airlines. A series of Flight Fee Agreements and the corresponding tariff expired on December 31, 2023.

Effective January 1, 2024, newly executed Flight Fee Agreements and a new corresponding tariff are in effect through 2034. The new fee arrangements include revised formulations and methodologies that are estimated to provide for higher cost recovery (and therefore higher annual revenues) to the Port Authority than the fees and charges in effect through December 31, 2023.

2025 Budget

On December 12, 2024, the Board of Commissioners approved a 2025 budget that provides for capital and operating expenditures during calendar year 2024 totaling \$9.4 billion. To obtain a copy of the 2025 budget, please refer to the following link: <https://www.panynj.gov/corporate/en/financial-information/budget.html>.

The Port Authority of New York and New Jersey Retiree Health Benefit Trust Fiduciary Fund Financial Statements Comparison for the Years Ended December 31, 2024 and December 31, 2023

The year-to-year change in fiduciary net position is an indicator of whether the overall financial condition of The Port Authority of New York and New Jersey Retiree Health Benefit Trust (the Trust) has improved or worsened during the year. A comparison of the Port Authority’s Fiduciary Net Position follows:

	2024	2023	2022
	(In thousands)		
Financial position			
Total assets	\$ 1,839,969	\$ 1,673,451	\$ 1,508,099
Total liabilities	8,028	13,621	40,221
Net position, December 31	\$ 1,831,941	\$ 1,659,830	\$ 1,467,878

A comparison of the Port Authority’s Fiduciary Fund Statements of Changes in Fiduciary Net Position follows:

	2024	2023	2022
	(In thousands)		
Total contributions*	\$ 228,251	\$ 200,832	\$ —
Total net investment income/(loss)	172,212	211,782	(310,021)
Total deductions**	(228,352)	(220,662)	(189,787)
Increase/(decrease) in net position	172,111	191,952	(499,808)
Net position – January 1	1,659,830	1,467,878	1,967,686
Net position – December 31	\$ 1,831,941	\$ 1,659,830	\$ 1,467,878

* The Port Authority did not make advanced funding contributions to the Trust in 2022 - 2024. 2024 and 2023 contributions are comprised of OPEB benefit payments totaling \$228 million and \$201 million, respectively, made from available Port Authority operating funds.

**2024 and 2023 amounts include OPEB benefit payments totaling \$228 million and \$201 million, respectively, paid from available Port Authority operating funds. 2022 OPEB benefits payments were paid in their entirety out of Trust funds.

Management's Discussion and Analysis (Unaudited) (continued)

2024 vs. 2023

Net position of the Trust totaled approximately \$1.8 billion at December 31, 2024, an increase of approximately \$172 million when compared to December 31, 2023. This year-to-year increase in the Trust's fiduciary net position was comprised of approximately: *a*) \$122 million of unrealized gains on Trust investments measured at December 31, 2024; and, *b*) \$52 million from interest and dividend income. These increases were offset by approximately \$2 million of investment expense.

Trust assets totaled approximately \$1.8 billion at December 31, 2024, an increase of approximately \$167 million from December 31, 2023. This increase in Trust assets is primarily due to a \$166 million increase in the fair value of Trust investments.

Trust liabilities totaled approximately \$8 million on December 31, 2024, a decrease of approximately \$6 million from December 31, 2023. This decrease in Trust liabilities is due to decreased payables to brokers for investment purchases.

Net investment income totaled approximately \$172 million in 2024, a decrease of approximately \$40 million from 2023, primarily due to lower unrealized gains on Trust investments. The money-weighted rate of return on the Trust investments was a gain of 10.38% in 2024 and a gain of 14.52% in 2023.

2023 vs. 2022

Net position of the Trust totaled approximately \$1.7 billion at December 31, 2023, an increase of approximately \$192 million when compared to December 31, 2022. This year-to-year increase in the Trust's fiduciary net position was comprised of approximately \$212 million in investment gains on Trust investments measured at December 31, 2023.

Trust assets totaled approximately \$1.7 billion at December 31, 2023, an increase of approximately \$165 million from December 31, 2022. This increase in Trust assets is primarily due to a \$275 million increase in the fair value of Trust investments, partially offset by a \$110 million decrease in cash and receivables.

Trust liabilities totaled approximately \$14 million on December 31, 2023, a decrease of approximately \$27 million from December 31, 2022. This decrease in Trust liabilities is due to decreased payables to brokers for investment purchases.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
(Enterprise Fund)

Statements of Net Position	December 31, 2024	December 31, 2023
	(In thousands)	
ASSETS		
Current assets:		
Cash	\$ 136,497	\$ 170,410
Restricted cash	130,146	105,843
Investments	871,784	1,335,243
Restricted investments - PAICE	7,599	8,356
Restricted investments - PFC	6,432	5,315
Lease receivables, as lessor	212,683	213,573
Current receivables, net	1,398,129	1,251,921
Other current assets	155,787	170,063
Restricted receivables and other assets	90,150	119,741
Total current assets	3,009,207	3,380,465
Noncurrent assets:		
Restricted cash	4,316	4,452
Investments	4,775,264	3,636,589
Restricted investments - PAICE	184,889	119,603
Lease receivables, as lessor	4,431,666	4,625,190
Other amounts receivable, net	163,663	164,748
Other noncurrent assets	788,332	734,847
Restricted noncurrent assets - PAICE	5,066	4,785
Amounts receivable - Tower 4 Liberty Bonds	1,230,305	1,232,505
Lease assets	6,772,115	6,943,174
Unamortized costs for regional programs	4,967	8,429
Landlord leasehold investment-LGA Terminal B	1,088,018	1,147,922
Facilities, net	41,118,923	40,444,205
Total noncurrent assets	60,567,524	59,066,449
Total assets	63,576,731	62,446,914
DEFERRED OUTFLOWS OF RESOURCES		
Loss on debt refundings	44,927	51,578
Pension-related amounts	666,380	517,098
OPEB-related amounts	1,074,010	975,122
Total deferred outflows of resources	1,785,317	1,543,798
LIABILITIES		
Current liabilities:		
Accounts payable	1,227,135	929,749
Accrued interest and other current liabilities	913,181	803,950
Restricted other liabilities - PAICE	7,421	7,620
Accrued payroll and other employee benefits	213,493	203,106
Lease liabilities, as lessee	70,701	69,794
Current portion bonds and other asset financing obligations	585,921	565,986
Total current liabilities	3,017,852	2,580,205
Noncurrent liabilities:		
Accrued pension and other postemployment benefits	3,833,864	3,534,546
Other noncurrent liabilities	304,902	304,918
Restricted other noncurrent liabilities - PAICE	20,867	24,780
Amounts payable - Tower 4 Liberty Bonds	1,230,305	1,232,505
Lease liabilities, as lessee	6,264,912	6,354,949
Bonds and other asset financing obligations	27,484,776	27,573,527
Total noncurrent liabilities	39,139,626	39,025,225
Total liabilities	42,157,478	41,605,430
DEFERRED INFLOWS OF RESOURCES		
Gain on debt refundings	287,639	195,067
Pension-related amounts	267,044	70,838
OPEB-related amounts	34,305	110,034
Leases, as lessor	5,084,512	5,347,802
Total deferred inflows of resources	5,673,500	5,723,741
NET POSITION	\$ 17,531,070	\$ 16,661,541
Net position is comprised of:		
Net investment in capital assets	\$ 15,043,573	\$ 15,128,051
Restricted:		
Passenger Facility Charges	52,595	52,446
Port Authority Insurance Captive Entity, LLC	627,499	572,511
Minority Interest in Tower 1 Joint Venture	91,252	94,667
Unrestricted	1,716,151	813,866
NET POSITION	\$ 17,531,070	\$ 16,661,541

See Notes to Financial Statements.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
(Enterprise Fund)

Statements of Revenues, Expenses and Changes in Net Position	Year ended December 31,	
	2024	2023
	(In thousands)	
Gross operating revenues:		
Tolls and fares	\$ 2,168,395	\$ 2,070,662
Rentals	2,363,621	2,187,837
Aviation fees	1,719,025	1,606,056
Parking and other	530,812	549,780
Utilities	154,505	148,952
Total gross operating revenues	6,936,358	6,563,287
Operating expenses:		
Employee compensation, including benefits	1,995,896	1,801,019
Contract services	1,261,199	1,200,165
Rents and payments in-lieu-of taxes (PILOT)	114,028	84,878
Materials, equipment and other	387,283	446,055
Utilities	211,411	202,970
Total operating expenses before depreciation, amortization and other operating expenses	3,969,817	3,735,087
Depreciation of facilities and landlord leasehold investment	(1,781,344)	(1,734,310)
Amortization of lease assets, as lessee	(173,918)	(176,755)
Amortization of costs for regional programs	(3,462)	(6,478)
Income from operations	1,007,817	910,657
Nonoperating revenues and (expenses):		
Financial income	164,336	136,290
Net increase in fair value of investments	81,259	133,083
Interest expense in connection with bonds and other asset financing	(1,189,660)	(1,180,570)
Interest income, as lessor	158,610	155,290
Interest expense, as lessee	(211,305)	(213,973)
Loss on disposition of assets, including lease terminations	(160)	(2,281)
Pass-through grant program payments	(48,206)	(12,156)
4 WTC associated payments	32,517	32,532
Grants, in connection with operating activities	234,868	111,886
Nonoperating expenses, net	(777,741)	(839,899)
Increase before capital contributions and passenger facility charges	230,076	70,758
Capital contributions and Passenger Facility Charges:		
Contributions in aid of construction	346,455	227,574
Passenger facility charges	292,998	309,123
Total capital contributions and passenger facility charges	639,453	536,697
Increase in net position	869,529	607,455
Net position, January 1	16,661,541	16,054,086
Net position, December 31	\$ 17,531,070	\$ 16,661,541

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
(Enterprise Fund)

Statements of Cash Flows	Year ended December 31,	
	2024	2023
	(In thousands)	
1. Cash flows from operating activities:		
Cash received from operations	\$ 6,631,212	\$ 6,120,138
Cash paid to or on behalf of employees	(1,634,745)	(1,435,369)
Cash paid to suppliers	(1,710,026)	(1,727,765)
Cash paid to municipalities	(89,880)	(48,198)
Net cash provided by operating activities	3,196,561	2,908,806
Cash flows from noncapital financing activities:		
Grants received in connection with operating activities	160,289	105,038
Pass-through grant payments	(56,688)	(12,849)
Net cash provided by noncapital financing activities	103,601	92,189
Cash flows from capital and related financing activities:		
Proceeds from capital obligations issued for refunding purposes (including Special Obligation Institutional Loan Program)	1,383,692	2,317,790
Proceeds from sales of capital obligations allocated for construction	641,241	532,544
Proceeds from passenger facility charges	293,050	294,495
Contributions in aid of construction	281,191	245,198
Amortization of lease financings, as lessor	234,236	241,481
Interest received for lease financings, as lessor	106,016	102,075
Proceeds associated with Tower 4 Liberty Bonds	32,517	32,517
Financial income allocated to capital projects	2,230	7,342
Investment in facilities and construction of capital assets	(2,291,952)	(2,025,969)
Principal paid through capital obligation refundings (including commercial paper and Special Obligation Institutional Loan Program)	(1,383,692)	(2,317,790)
Principal paid on consolidated bonds and notes	(515,545)	(666,512)
Interest paid on consolidated bonds and notes	(1,166,215)	(1,086,579)
Principal paid on special obligations	(8,041)	(5,048)
Interest paid on special obligations	(118,313)	(164,160)
Interest and Principal on Hudson Tunnel Project Obligation	—	—
Debt issuance costs	(5,297)	(9,698)
Amortization of lease financings, as lessee	(91,989)	(87,627)
Interest paid for lease financings, as lessee	(211,641)	(207,160)
Interest paid for SBITA financings	(89)	(215)
Amortization of SBITA financings, as subscriber	(5,199)	(11,277)
Net cash (used for) capital and related financing activities	(2,823,800)	(2,808,593)
Cash flows from investing activities:		
Purchase of investment securities	(163,905,269)	(219,606,611)
Proceeds from maturity and sale of investment securities	163,255,589	219,212,852
Interest received on investment securities	152,442	112,514
Other interest income	11,130	28,299
Net cash (used for) investing activities	(486,108)	(252,946)
Net (decrease) in cash	(9,746)	(60,544)
Cash at beginning of year	280,705	341,249
Cash at end of year	\$ 270,959	\$ 280,705

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
(Enterprise Fund)

Statements of Cash Flows (continued)	Year ended December 31,	
	2024	2023
	(In thousands)	
2. Reconciliation of income from operations to net cash provided by operating activities:		
Income from operations	\$ 1,007,817	\$ 910,657
Adjustments to reconcile income from operations to net cash provided by operating activities:		
Depreciation of facilities and landlord leasehold investment	1,781,344	1,734,310
Amortization of costs for regional programs	3,462	6,478
Amortization of other assets	83,417	159,625
Amortization of lease assets	173,918	176,755
Amortization of deferred inflows of resources related to leases	(301,579)	(307,737)
Change in operating assets and operating liabilities:		
Increase in receivables	(5,628)	(204,725)
Increase in deferred charges and other assets	(34,765)	(35,437)
Increase in payables	7,637	3,234
Increase in other liabilities	119,786	99,997
Increase in accrued payroll, pension and other employee benefits	361,152	365,649
Total adjustments	2,188,744	1,998,149
Net cash provided by operating activities	\$ 3,196,561	\$ 2,908,806

3. Capital obligations:

Consolidated bonds and notes, Commercial Paper, Special Obligation Institutional Loan Program, Variable Rate Master Notes, Marine Ocean Terminal at Bayonne Peninsula (MOTBY) Obligation, World Trade Center (WTC) Tower 4 Liberty Bonds, Goethals Bridge Replacement Developer Financing Agreement and Hudson Tunnel Project (HTP) Support Obligation.

4. Noncash investing, capital and financing activities:

Noncash activity includes the change in fair value of investments of \$81 million in 2024 and \$133 million in 2023 and the amortization of discount and premium on outstanding debt obligations of \$(91) million in 2024 and \$(92) million in 2023.

Noncash leasing activities include additions of: *a*) lease receivables of \$40 million and \$508 million in 2024 and 2023, respectively; *b*) deferred inflows of \$38 million and \$497 million in 2024 and 2023, respectively; and, *c*) lease assets and lease liabilities of \$3 million and \$15 million in 2024 and 2023, respectively.

Noncash SBITA activities include additions of subscription assets and subscription liabilities of \$2 million in 2024 and \$0 in 2023.

Noncash capital financing includes the addition of \$5 million related to the HTP Support Obligations in 2024.

Noncash capital financing did not include activities that required a change in fair value. In 2024 the WTC Tower net lessee did not make any contributions towards construction of WTC Tower 3. In 2023, the WTC Tower net lessee contributed \$2 million.

Noncash capital asset write-offs totaled \$22 million in 2024 and \$90 million in 2023.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
RETIREE HEALTH BENEFITS TRUST
(Fiduciary Fund)

Statements of Fiduciary Net Position	December 31, 2024	December 31, 2023
	(In thousands)	
ASSETS		
Cash and cash equivalents	\$ 21,345	\$ 23,453
Receivables:		
Due from broker for investments sold	2,587	844
Investment income	5,600	4,385
Total receivables	8,187	5,229
Investments, at fair value		
Domestic equities	643,058	597,312
Fixed income	685,500	580,004
International equities	368,814	368,473
Real estate	113,065	98,980
Total investments	1,810,437	1,644,769
Total assets	1,839,969	1,673,451
LIABILITIES		
Payables:		
Due to broker for investments purchased	8,028	13,621
Total liabilities	8,028	13,621
Net position restricted for other postemployment benefits	\$ 1,831,941	\$ 1,659,830

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
RETIREE HEALTH BENEFITS TRUST
(Fiduciary Fund)

Statements of Changes in Fiduciary Net Position	Year ended December 31,	
	2024	2023
	(In thousands)	
Additions:		
Employer contributions*	\$ 228,251	\$ 200,832
Investment income:		
Net increase in fair value of investments	122,200	165,668
Interest and dividends	52,057	47,887
(Less) investment expense	(2,045)	(1,773)
Net investment income	172,212	211,782
Total additions	400,463	412,614
Deductions:		
Benefit payments**	228,251	220,561
Administrative expense	101	101
Total deductions	228,352	220,662
Net increase in net position	172,111	191,952
Net position restricted for other postemployment benefits:		
Beginning of year	1,659,830	1,467,878
End of year	\$ 1,831,941	\$ 1,659,830

* The Port Authority did not make advanced funding contributions to the Trust in 2024 and 2023. 2024 and 2023 contributions are comprised of other postemployment benefits (OPEB) benefit payments totaling \$228 million and \$201 million, respectively, made from available Port Authority operating funds.

** 2024 and 2023 amounts include OPEB benefit payments totaling \$228 million and \$201 million paid from available Port Authority operating funds.

Note A – Nature of the Organization and Summary of Significant Accounting Policies

1. Reporting Entity

- a. The Port Authority of New York and New Jersey (the Port Authority) was created in 1921 by Compact between the States of New York and New Jersey with the consent of the United States Congress. The Compact envisions the Port Authority as being financially self-sustaining. As such, the agency must raise the funds necessary for the improvement, construction, or acquisition of its facilities and their operation generally upon the basis of its own credit. Cash derived from Port Authority operations and other cash received may be disbursed only for specific purposes in accordance with provisions of various statutes and agreements with holders of its obligations and others. The costs of providing facilities and services to the general public on a continuing basis are recovered primarily from operating revenue sources, including rentals, tolls, fares, aviation and port fees, and other charges.
- b. The Governor of each State, with the consent of the respective State Senate, appoints six of the twelve members of the governing Board of Commissioners. The Commissioners serve without remuneration for six-year overlapping terms. Meetings of the Commissioners of the Port Authority are open to the public in accordance with policies adopted by the Commissioners. The actions taken by the Commissioners at Port Authority meetings are subject to gubernatorial review and may be vetoed by the Governor of their respective State. In accordance with Governmental Accounting Standards Board (GASB) Statement No. 14, *“The Financial Reporting Entity,”* as amended, for financial reporting purposes, the Port Authority is a joint venture between the States of New York and New Jersey.
- c. The Audit Committee, which consists of four members of the Board of Commissioners other than the Chairman and Vice Chairman of the Port Authority, provides oversight of the quality and integrity of the Port Authority’s framework of internal controls, compliance systems and the accounting, auditing, and financial reporting processes. The Audit Committee retains independent auditors and reviews their performance and independence. The independent auditors are required to provide written disclosure of, and discuss with the Audit Committee, any significant relationships or issues that would have a bearing on their independence. The Audit Committee meets directly, on a regular basis, with the independent auditors, general counsel of the Port Authority, and management of the Port Authority. The Audit Committee retained KPMG LLP to perform the independent audit of the Port Authority’s financial statements and Mitchell Titus, LLP to perform the independent audit of the Port Authority of New York and New Jersey Retiree Health Benefits Trust financial statements for the year ended December 31, 2024.

Notes to Financial Statements
(continued)

- d. Enterprise fund financial statements and schedules include the accounts of the Port Authority and its blended component units, including:

Port Authority Blended Component Units*	Establishment or Acquisition Date
Port Authority Trans-Hudson Corporation	May 10, 1962
Newark Legal and Communications Center Urban Renewal Corporation	May 12, 1988
New York and New Jersey Railroad Corporation (inactive)	April 30, 1998
WTC Retail LLC	November 20, 2003
Port District Capital Projects LLC, (inactive)	July 28, 2005
Tower 5 LLC (formerly known as 1 WTC LLC)	September 21, 2006
Port Authority Insurance Captive Entity, LLC	October 16, 2006
New York New Jersey Rail, LLC	September 18, 2008
Tower 1 Member LLC	April 19, 2011
Tower 1 Joint Venture LLC	April 19, 2011
Tower 1 Holdings LLC	April 19, 2011
WTC Tower 1 LLC	April 19, 2011
PA Retail Newco LLC	May 7, 2012
Tower 1 Rooftop Holdings LLC	June 8, 2012

* The blended component units listed are included as part of the Port Authority's reporting entity because: a) the Port Authority's Board of Commissioners serves as the overall governing body of these related entities; and, b) there is a fiscal dependency and a financial benefit or burden relationship between the Port Authority and the respective component unit listed.

- e. *The Port Authority of New York and New Jersey Retiree Health Benefits Trust* (the Trust) was established on December 14, 2006 by the Port Authority on behalf of itself and its component unit, Port Authority Trans-Hudson Corporation (PATH) for the exclusive benefit of eligible retired employees of the Port Authority and PATH and eligible dependents of such retired employees to facilitate all or part of the required funding of certain postemployment benefits, including group healthcare, dental, vision, prescription and term life insurance that are provided through healthcare plans administered by the Port Authority. The Trust was created under the common law of the State of New York, and all income derived is excludable from gross income pursuant to Section 115 of the Internal Revenue Code of 1986, as amended. The Port Authority's Board of Commissioners serves as the board of directors of the Trust. In accordance with GASB Statement No. 84, "Fiduciary Activities," the Trust is a fiduciary component unit of the Port Authority.

Audited financial statements of the Trust for the year ended December 31, 2024 are available from the Comptroller's Department of The Port Authority of New York and New Jersey, 2 Montgomery Street, Jersey City, New Jersey 07302.

2. Basis of Accounting

- a. Port Authority business-type activities are accounted for using the flow of economic resources measurement focus and accrual basis of accounting. All assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position, including revenues and expenses, are accounted for in an enterprise fund with revenues recorded when earned and expenses recorded at the time liabilities are incurred.

Notes to Financial Statements
(continued)

- b. Port Authority fiduciary activities are accounted for using the flow of economic resources measurement focus and accrual basis of accounting. Assets, liabilities and net position are accounted for in a fiduciary fund with investments reported at fair value, advance fundings reported when paid and contributions related to pay-as-you go benefit payments reported when benefit payments come due.
- c. The Port Authority follows accounting principles generally accepted in the United States of America as prescribed by the GASB.

3. Significant Accounting Policies

- a. *Facilities, net* are carried at cost. Generally, projects in excess of \$100,000 for additions, asset replacements, and/or asset improvements that benefit future periods or are expected to prolong the service life of the asset are capitalized (see *Note B – Facilities, net*). *Facilities, net* does not include regional programs undertaken at the request of the Governor of the State of New Jersey or the Governor of the State of New York (see *Note H – Regional Facilities and Programs*) and the LaGuardia Terminal B landlord leasehold investment.

Prior to 2021, the cost of facilities included interest incurred during the period that related to the construction or production of the capital asset. The amount of capitalized interest was calculated by offsetting interest expense incurred with financial income earned on invested debt proceeds, from the date of the borrowing until the project is ready for its intended use. In accordance with GASB Statement No. 89, “*Accounting for Interest Cost Incurred before the End of a Construction Period*,” effective January 1, 2021 the Port Authority prospectively discontinued the capitalization of interest expense incurred during the construction period.

- b. Depreciation of facilities is computed using the straight-line method during the estimated useful lives of the related assets (see *Note B – Facilities, net*). Estimated useful lives are reviewed periodically for each type of asset class. Asset lives used in the calculation of depreciation are generally as follows:

➤ Buildings, bridges, tunnels and other structures	25 to 100 years
➤ Machinery and equipment	5 to 35 years
➤ Runways, roadways and other paving	7 to 40 years
➤ Utility infrastructure	10 to 100 years

Assets at facilities leased by the Port Authority are depreciated over the lesser of: *i*) the remaining lease term of the facility; or, *ii*) the estimated useful life of the asset.

Costs of regional facilities and programs are amortized on a straight-line basis over the period benefited up to a maximum of 15 years (see *Note H – Regional Facilities and Programs*).

The LaGuardia Airport Terminal B leasehold investment is amortized on a straight-line basis over the period benefited up to a maximum of 36 years.

Costs related to the purchase of ancillary equipment, including: *i*) operation and maintenance vehicles; and, *ii*) corporate information technology software and hardware, each providing benefits for periods exceeding one-year are reported as a component of *Other noncurrent assets* and amortized over the period benefited, generally 3 to 15 years, depending on the useful life of the equipment or vehicle.

Notes to Financial Statements
(continued)

- c. Cash consists of cash on hand and short-term cash equivalents. Cash equivalents are made up of negotiable order of withdrawal accounts, money market accounts and money market funds.
- d. Restricted cash and investments are primarily comprised of Passenger Facility Charges (PFCs), cash restricted for use by the Port Authority Insurance Captive Entity, LLC (PAICE), and insurance proceeds that are restricted to business interruption and redevelopment expenditures.
- e. Enterprise fund net position is comprised of:
 - Net investment in capital assets, which consists of capital assets, net of accumulated depreciation, less the outstanding balances related to payables, bonds, notes, or other liabilities that are attributable to the acquisition, construction, or improvement of those assets.
 - Restricted, which consists of net resources that are legally restricted by outside parties or by law through constitutional provisions or enabling legislation. When both restricted and unrestricted resources are available for use, generally it is the Port Authority's policy to use restricted resources first.
 - Unrestricted, which consists of net resources that do not meet the definition of Restricted or Net investment in capital assets.
- f. Statutorily mandated reserves held by PAICE are restricted for purposes of insuring certain Port Authority risk exposures.
- g. Inventories are valued using an average cost method, which prices items on the basis of the average cost of all similar goods remaining in stock. Inventory is reported as a component of *Other noncurrent assets* on the Statements of Net Position.
- h. Operating revenues are derived principally from rentals, tolls, fares, aviation and port fees, and other charges for the use of, and privileges at, Port Authority facilities. Operating expenses include those costs incurred for the operation, maintenance, and security of Port Authority facilities. All other revenues, including financial income, PFCs, contributions in aid of construction, grants in connection with operating activities, insurance proceeds and gains resulting from the disposition of assets, if any, are reported as nonoperating revenues, and all other expenses, such as interest expense, losses resulting from the disposition of assets, and pass-through grant program payment costs are reported as nonoperating expenses.
- i. Amounts attributable to the collection and investment of PFCs are restricted and can only be used for Federal Aviation Administration (FAA) approved airport-related projects. Revenues derived from the collection of PFCs, net of the air carriers' handling charges, are recognized as capital contributions when the passenger activity occurs and the fees are due from the air carriers. Capital investment funded by PFCs is reflected as a component of *Facilities, net* and *Landlord Leasehold Investment-LGA Terminal B*.
- j. Required capital contributions due the Port Authority from the World Trade Center (WTC) Tower 2, 3 and 4 net lessees related to the replacement of the net leased premises owned by the Port Authority that were destroyed on September 11, 2001 are recognized as a component of *Facilities, net* on the Statements of Net Position and a *Contributions in aid of construction* on the Statements of Revenues, Expenses and Changes in Net Position as the construction occurs. WTC Tower 4 and WTC Tower 3

Notes to Financial Statements
(continued)

were placed into service in November 2014 and June 2018, respectively, and are being depreciated over their estimated useful life.

- k. All Port Authority investment values that are affected by interest rate changes have been reported at their fair value, using published market prices. The Port Authority uses a variety of financial instruments to assist in the management of its financing and investment objectives and may also employ hedging strategies to minimize interest rate risk. The Port Authority may enter into various derivative instruments, including options on United States Treasury securities, repurchase and reverse repurchase (yield maintenance) agreements and United States Treasury and municipal bond futures contracts (see *Note C – Cash and Investments*).
- l. In accordance with GASB Statement No. 23, “*Accounting and Financial Reporting for Refundings of Debt Reported by Proprietary Activities*,” as amended, when issuing new debt for refunding purposes, the difference between the reacquisition price and the net carrying amount of the refunded debt is recognized as either a deferred outflow of resources or deferred inflow of resources and amortized on a straight-line basis as a component of interest expense over the remaining life of the old debt or the life of the new debt, whichever is shorter.
- m. Bond premiums received or discounts provided at issuance are deferred and amortized on a straight-line basis as a component of interest expense over the term of the bond, as this approximates the effective interest of the bond issuance. Unamortized premiums received or discounts provided are classified as a reduction of (discounts) or an addition to (premiums) the par value of the *Bonds and other asset financing obligations* on the Statements of Net Position.
- n. The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management, where necessary, to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Such estimates and assumptions are subject to various uncertainties, the occurrence of which may cause differences between those estimates and assumptions and actual results.
- o. For presentation purposes, certain amounts in fiscal year 2023 financial statements have been reclassified to conform to fiscal year 2024 financial statements, presented herein. These reclassifications have no impact on total assets, liabilities, net position or cash flows.
- p. In 2022, the Port Authority adopted GASB Statement No. 87, “*Leases*” (GASB Statement No. 87). The objective of GASB Statement No. 87 is to better meet the informational needs of financial statement users by improving accounting and financial reporting for leases entered into by government entities.

The adoption of GASB Statement No. 87 resulted in the Port Authority classifying certain lease agreements containing “fixed” lease payments as financing arrangements for the right to use a third party's asset. Under this statement, a lessee is required to recognize a lease liability and an intangible right-to-use asset (herein referred to as lease asset) and a lessor is required to recognize a lease receivable and a deferred inflow of resources. Receivables and liabilities related to lease agreements subject to GASB Statement No. 87 are measured at the present value of fixed lease payments expected to be made or received during the lease term. For leases that were in place at adoption (January 1, 2021), fixed lease payments were measured over the remaining lease term. Discount rates utilized in the valuation of lease agreements subject to GASB Statement No. 87 are based on the Port Authority's

Notes to Financial Statements
(continued)

incremental cost of borrowing at the time of valuation. Lease assets and deferred inflows of resources related to leases are amortized on a straight-line basis over the remaining lease term.

In accordance with GASB Statement No. 87, certain lease agreements are excluded from the measurement of the lease receivable or liability, including regulated lease agreements (lessor exclusion only) at Port Authority aviation and marine terminal facilities, lease agreements with variable lease payments that are activity based, lease agreements with lease terms of less than twelve months and leases that transfer ownership of the underlying asset. For additional information related to leasing activities see *Note G - Leasing Activities and Subscription-Based Technology Arrangements*.

- q. In 2023, the Port Authority adopted GASB Statement No. 96, “*Subscription-Based Information Technology Arrangements*” (SBITAs) (GASB Statement No. 96). The objective of GASB Statement No. 96 is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements.

The adoption of GASB Statement No. 96 resulted in the Port Authority classifying certain subscription information technology arrangements containing “fixed” payments as financing arrangements for the right to use a third party's technological asset. Under this statement, a user is required to recognize a subscription liability and an intangible right-to-use asset (herein referred to as subscription asset). Liabilities related to subscription arrangements subject to GASB Statement No. 96 are measured at the present value of fixed subscription payments expected to be made during the subscription term. For subscriptions in place at the time of adoption (January 1, 2022), fixed subscription payments were measured over the remaining lease term. Discount rates utilized in the valuation of lease agreements subject to GASB Statement No. 96 are based on the Port Authority's incremental cost of borrowing at the time of valuation.

In accordance with GASB Statement No. 96, “*Subscription-Based Information Technology Arrangements*” (GASB Statement No. 96) with terms less than twelve months are excluded from the measurement of the subscription liability. For additional information related to leasing activities see *Note G - Leasing Activities and Subscription-Based Information Technology Arrangements*.

- r. In April 2022, GASB issued Statement No. 99, “*Omnibus 2022*”. The statement includes clarification of Statement No. 87 “*Leases*,” and Statement No. 96, “*Subscription-Based Information Technology Arrangements*.” The Port Authority implemented the provisions of this statement during its adoption of GASB Statements No. 87 and 96.
- s. In 2024, the Port Authority adopted GASB Statement No. 100, “*Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*.” The objective of GASB Statement No. 100 is to enhance accounting and financial reporting requirements for accounting changes and error corrections. The adoption of GASB Statement No. 100 had no material impact on the Port Authority's 2024 financial statements.
- t. In 2024, the Port Authority adopted GASB issued Statement No. 101, “*Compensated Absences*.” The objective of GASB Statement No. 101 is to modify guidance on the accounting and financial reporting for compensated absences. The adoption of GASB Statement No. 101 had no material impact on the Port Authority's 2024 financial statements.
- u. In December 2023, GASB issued Statement No. 102, “*Certain Risk Disclosures*.” The requirements of GASB Statement No. 102 are effective for financial statements with periods beginning after June 15, 2024. The objective of GASB Statement No. 102 is to provides users of government financial

Notes to Financial Statements
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statements with information about risks related to a government's vulnerabilities due to certain concentrations or constraints that is essential to their analyses for making decisions or assessing accountability. The Port Authority is in the process of evaluating the impact, if any, of adopting GASB Statement No. 102.

- v. In April 2024, GASB issued Statement No. 103, "*Financial Reporting Model Improvements.*" The requirements of GASB Statement No. 103 are effective for financial statements with periods beginning after June 15, 2025. The objective of GASB Statement No. 103 is to improve key components of the financial reporting model. The Port Authority is in the process of evaluating the impact, if any, of adopting GASB Statement No. 103.
- w. In September 2024, GASB issued Statement No. 104, "*Disclosure of Certain Capital Assets.*" The requirements of GASB Statement No. 104 are effective for financial statements with periods beginning after June 15, 2025. The objective of GASB Statement No. 104 is to provide users of government financial statements with essential information about certain types of capital assets. The Port Authority is in the process of evaluating the impact, if any, of adopting GASB Statement No. 104.

4. Reconciliation of the Financial Statements Prepared in Accordance with Accounting Principles Generally Accepted in the United States of America to Schedules Prepared Pursuant to Port Authority Bond Resolutions

Schedules A, B, C and D-2 which follow the Required Supplementary Information section of this report, have been prepared in accordance with Port Authority bond resolutions, which differ in some respects from accounting principles that are generally accepted in the United States of America, as follows:

- a. Revenues and expenses of facilities are accounted for in the operating fund. The financial resources received and expended for the construction or acquisition of certified Port Authority facilities or capital infrastructure improvements are accounted for in the capital fund. Transactions involving the application of net revenues are accounted for in the reserve funds.
- b. Port Authority bond resolutions provide that net operating revenues shall not include an allowance for depreciation on facilities other than depreciation of ancillary equipment. Thus, depreciation is not a significant factor in determining the net revenues and reserves of the Port Authority or their application as provided for in the Port Authority's bond resolutions. Instead, capital expenditures are provided for through deductions from net revenues available for debt service in amounts equal to principal payments on debt outstanding or through the application of monies previously deposited in the Consolidated Bond Reserve Fund for the purposes of funding capital investment in facilities. These amounts are credited at par to *Net Position – Facility infrastructure investment* in the capital fund on *Schedule B – Assets and Liabilities*.
- c. Debt service in connection with operating asset obligations is paid from the same revenues and in the same manner as operating expenses of the Port Authority.
- d. Capital costs for Regional Facilities and Programs are included in *Invested in facilities* in accordance with Port Authority bond resolutions.
- e. Consolidated Bonds and Consolidated Notes are recorded as outstanding at their par value commencing on the date that the Port Authority is contractually obligated to issue and sell such obligations. Bond premiums received or discounts provided at issuance related to bonds issued for the purpose of funding capital construction or refunding existing capital debt obligations are recorded as either a reduction of

Notes to Financial Statements
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(discount) or addition to (premium) *Net Position – Facility infrastructure investment* in the capital fund on *Schedule B – Assets and Liabilities* at the time of issuance.

- f. To reflect the cumulative amount invested by the Port Authority since 1921 in connection with its facilities, the historical cost of capital assets removed from service due to retirement is not deducted from *Invested in facilities*. However, if a capital asset is sold, the proceeds received from the sale are deposited in the capital fund for purposes of funding future capital investment or retiring existing debt obligations and deducted from cumulative *Invested in facilities* on *Schedule B – Assets and Liabilities* at the time of the sale.
- g. Contributed capital amounts resulting from non-exchange transactions, including contributions in aid of construction where the Port Authority does not receive a cash reimbursement for prior cash outlays, are included in *Invested in facilities*, and credited to *Net Position – Facility infrastructure investment* in the capital fund.
- h. Amounts attributable to the collection and investment of PFCs are restricted and can only be used for FAA approved airport-related projects. Revenues derived from the collection and investment of PFCs, net of the air carriers' handling charges, are initially deferred as *Unapplied Passenger Facility Charges* on *Schedule B – Assets and Liabilities* and applied as revenue on *Schedule A – Revenues and Reserves* for the reimbursement of previous capital cash outlays by the Port Authority when the PFCs become available for application. Capital investment funded by PFCs is reflected as a component of *Invested in facilities* on *Schedule B – Assets and Liabilities*.
- i. Amounts received in connection with the March 18, 2014 transfer of the Port Authority's interests in the WTC Retail Joint Venture to Westfield are recognized as revenue in their entirety when they are received and are recorded on that basis on *Schedule A – Revenues and Reserves*.
- j. The cumulative impact of adopting GASB Statement No. 68, "*Pensions*" and GASB Statement No. 75, "*Accounting and Financial Reporting for Postemployment Benefits Other than Pensions*" was recognized as an increase or decrease to the operating fund's net position in the year of adoption and is being amortized as an application from the Consolidated Bond Reserve Fund over a closed 30- year period.
- k. In accordance with Port Authority bond resolutions, operating expenses provide for contingencies related to the application of future operating and maintenance expenses.
- l. In accordance with Port Authority bond resolutions, rental income received and rent paid related to leases, including leases that contain fixed-rent payments and subject to GASB Statement No. 87 are recognized as rental revenue or rent expense in accordance with the rental terms contained in their respective lease agreements.
- m. Rent payments paid or received in advance are deferred and reported in *Other current assets* or *Other current* or *Other non-current liabilities*, respectively. Advance payments are amortized on a straight-line basis over the term of the lease agreement.
- n. Payments for SBITAs, including SBITAs that contain fixed-rent payments and subject to GASB Statement No. 96 are recognized in accordance with the subscription terms contained in their respective subscription agreements.

Notes to Financial Statements
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A reconciliation of the Statements of Net Position to Schedule B – Assets and Liabilities and the Statements of Revenues, Expenses and Changes in Net Position to Schedule A – Revenues and Reserves follows:

Statements of Net Position to Schedule B – Assets and Liabilities

	Years ended December 31,	
	2024	2023
	(In thousands)	
Net position reported on Statements of Net Position (pursuant to U.S. GAAP)	\$ 17,531,070	\$ 16,661,541
Add: U.S. GAAP only liabilities and deferred inflows of resources		
Accumulated depreciation of facilities and landlord leasehold investment	25,056,270	23,712,444
GASB Statement No. 87 lease liabilities	6,335,613	6,424,743
GASB Statement No. 96 SBITA liabilities	1,567	4,438
GASB Statement No. 87 deferred inflows of resources, leases	5,084,512	5,347,802
Accumulated retirements and gains and losses on disposition of assets	4,903,102	4,465,584
Cumulative unamortized discount and premium	2,058,561	1,950,793
Cumulative amortization of costs for regional programs	1,531,392	1,527,930
GASB Statement No. 87 lease interest payable	21,915	22,252
Less: U.S. GAAP only assets		
GASB Statement No. 87 lease assets	(6,772,115)	(6,943,174)
GASB Statement No. 96 SBITA assets	(6,519)	(12,188)
GASB Statement No. 87 lease receivables	(4,644,349)	(4,838,763)
GASB Statement No. 87 lease interest receivable	(217,874)	(165,281)
Total U.S. GAAP adjustments	33,352,075	31,496,580
Add: Bond Resolution only assets		
Prepaid rent payments and deferred rent receivables*	1,029,536	1,043,632
Application of WTC joint venture payments	16,968	16,968
Less: Bond Resolution only liabilities		
Deferred income PFCs	(52,595)	(52,446)
Operating and maintenance contingencies	(50,000)	(50,000)
Total Bond Resolution adjustments	943,909	958,154
Total	\$ 51,827,054	\$ 49,116,275
Net position reported on Schedule B - Assets and Liabilities (pursuant to Port Authority bond resolutions)	\$ 51,827,054	\$ 49,116,275

* Related to lease agreements that are subject to GASB Statement No. 87.

Notes to Financial Statements
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Statements of Revenues, Expenses and Changes in Net Position to Schedule A – Revenues and Reserves

	Years ended December 31,	
	2024	2023
	(In thousands)	
Increase in Net position reported on Statements of Revenues, Expenses and Changes in Net Position (pursuant to U.S. GAAP)	\$ 869,529	\$ 607,455
Less: U.S. GAAP only revenues		
PFC Collections and interest income/fair value adjustment	(293,001)	(309,319)
GASB Statement No. 87 amortization of leases, as lessor	(301,579)	(307,737)
GASB Statement No. 87 interest income, as lessor	(158,610)	(155,290)
Amortization of discount and premium	(90,816)	(91,834)
4 WTC Liberty Bond interest payments	(32,517)	(32,532)
WTC 2,3,4 Net Lessee capital contributions	—	(1,893)
Add: U.S. GAAP only expenses		
Depreciation of facilities and landlord leasehold investment	1,781,344	1,734,310
GASB Statement No. 87 amortization of leases, as lessee	173,918	176,755
GASB Statement No. 96 amortization of SBITAs	7,998	7,759
GASB Statement No. 87 interest expense, as lessee	211,305	213,973
GASB Statement No. 96 SBITA interest expense	89	215
Amortization of costs for regional programs	3,462	6,478
Loss on disposition of assets, including leases	160	2,281
Total U.S. GAAP adjustments	1,301,753	1,243,166
Add: Bond Resolution only increases in reserves		
Fixed rentals received from lessees*	377,274	369,509
Application of PFCs	293,050	488,053
4 WTC Liberty Bond principal and interest payments	34,717	34,732
Less: Bond Resolution only decreases in reserves		
Direct investment in facilities	(1,722,404)	(943,156)
Fixed lease payments paid to lessors*	(356,442)	(360,750)
SBITA payments*	(5,288)	(11,492)
Debt maturities and retirements	(522,414)	(483,964)
Change in accounting principle – Pensions / OPEB	(25,773)	(24,086)
Total Bond Resolution adjustments	(1,927,280)	(931,154)
Total	\$ 244,002	\$ 919,467
Increase in Reserves reported on Schedule A – Revenues and Reserves (pursuant to Port Authority bond resolutions)	\$ 244,002	\$ 919,467

* Related to lease agreements that are subject to GASB Statement No. 87 and SBITAs that are subject to GASB Statement No. 96.

Notes to Financial Statements
(continued)

Note B - Facilities, net

	Facilities, net Dec. 31, 2023	Additions	Transfers to Completed Construction	Depreciation**	Retirements/ Dispositions	Facilities, net Dec. 31, 2024
(In thousands)						
Capital assets not being depreciated:						
Land	\$ 1,543,194	\$ —	\$ 7,789	\$ —	\$ —	\$ 1,550,983
Construction in progress*	3,987,579	2,389,848	(1,295,511)	—	—	5,081,916
Total capital assets not being depreciated	5,530,773	2,389,848	(1,287,722)	—	—	6,632,899
Depreciable capital assets:						
Buildings, bridges, tunnels, other structures	26,781,383	—	569,427	—	(87,764)	27,263,046
Machinery and equipment	14,111,295	—	443,217	—	(127,454)	14,427,058
Runways, roadways and other paving	8,409,737	—	120,609	—	(157,027)	8,373,319
Utility infrastructure	9,112,982	—	154,469	—	(65,273)	9,202,178
Total other capital assets being depreciated	58,415,397	—	1,287,722	—	(437,518)	59,265,601
Accumulated depreciation:						
Buildings, bridges, tunnels, other structures	(7,867,677)	—	—	(630,265)	87,764	(8,410,178)
Machinery and equipment	(6,999,033)	—	—	(480,068)	127,454	(7,351,647)
Runways, roadways and other paving	(4,438,083)	—	—	(259,518)	157,027	(4,540,574)
Utility infrastructure	(4,197,172)	—	—	(345,279)	65,273	(4,477,178)
Total accumulated depreciation	(23,501,965)	—	—	(1,715,130)	437,518	(24,779,577)
Facilities, net	\$ 40,444,205	\$ 2,389,848	\$ —	\$ (1,715,130)	\$ —	\$ 41,118,923

	Facilities, net Dec. 31, 2022	Additions	Transfers to Completed Construction	Depreciation**	Retirements/ Dispositions	Facilities, net Dec. 31, 2023
(In thousands)						
Capital assets not being depreciated:						
Land	\$ 1,542,429	\$ —	\$ 765	\$ —	\$ —	\$ 1,543,194
Construction in progress*	5,203,504	1,840,084	(3,056,009)	—	—	3,987,579
Total capital assets not being depreciated	6,745,933	1,840,084	(3,055,244)	—	—	5,530,773
Depreciable capital assets:						
Buildings, bridges, tunnels, other structures	25,260,972	—	1,540,364	—	(19,953)	26,781,383
Machinery and equipment	13,361,972	—	849,302	—	(99,979)	14,111,295
Runways, roadways and other paving	8,228,625	—	193,758	—	(12,646)	8,409,737
Utility infrastructure	8,657,797	—	471,820	—	(16,635)	9,112,982
Total other capital assets being depreciated	55,509,366	—	3,055,244	—	(149,213)	58,415,397
Accumulated depreciation:						
Buildings, bridges, tunnels, other structures	(7,279,902)	—	—	(607,728)	19,953	(7,867,677)
Machinery and equipment	(6,637,369)	—	—	(461,643)	99,979	(6,999,033)
Runways, roadways and other paving	(4,187,962)	—	—	(262,767)	12,646	(4,438,083)
Utility infrastructure	(3,873,293)	—	—	(340,514)	16,635	(4,197,172)
Total accumulated depreciation	(21,978,526)	—	—	(1,672,652)	149,213	(23,501,965)
Facilities, net	\$ 40,276,773	\$ 1,840,084	\$ —	\$ (1,672,652)	\$ —	\$ 40,444,205

* Additions to construction in progress include deductions related to capital write-offs totaling approximately \$22 million in 2024 and \$90 million in 2023.

** Excludes depreciation related to LaGuardia Terminal B landlord leasehold investment of approximately \$66 million in 2024 and \$62 million in 2023.

Notes:

1. Projects that have been suspended pending determination of their continued viability totaled approximately \$181 million in 2024 and \$137 million in 2023.
2. Depreciation includes accelerated depreciation of approximately \$28 million in 2024 and \$268 thousand in 2023 related to capital assets that were retired and taken out of service.
3. Retirements/Dispositions include the book value, if any, related to capital assets that have been sold or otherwise disposed.

Notes to Financial Statements
(continued)

Note C – Cash and Investments

The components of Port Authority and PAICE cash and investments are:

Cash	December 31,			
	2024		2023	
	Port Authority	PAICE	Total	Total
	(In thousands)			
Cash	\$ 182,618	\$ 20,579	\$ 203,197	\$ 185,946
Cash equivalents	38,723	29,039	67,762	94,759
Total cash	221,341	49,618	270,959	280,705
Less restricted cash	84,844	49,618	134,462	110,295
Unrestricted cash	\$ 136,497	\$ —	\$ 136,497	\$ 170,410

Investments, at fair value*	December 31,				
	2024		2023		
	Fair Value Hierarchy Levels**	Port Authority †	PAICE	Total	Total
	(In thousands)				
United States Treasury notes	Level 1	\$ 4,846,141	\$ 83,208	\$ 4,929,349	\$ 3,941,826
United States Treasury obligations held pursuant to repurchase agreements***	—	538,686	—	538,686	910,565
United States Treasury bills	Level 1	129,423	—	129,423	86,042
United States government agency obligations	Level 2	100,000	—	100,000	69,960
Municipal bonds	Level 2	4,785	40,640	45,425	5,393
Corporate bonds	Level 2	—	31,129	31,129	29,946
Mortgage-backed securities	Level 2	—	29,999	29,999	18,609
Asset-backed securities	Level 2	—	5,961	5,961	17,601
Accrued interest receivable		34,445	1,551	35,996	25,164
Total investments		5,653,480	192,488	5,845,968	5,105,106
Less current investments		878,216	7,599	885,815	1,348,914
Noncurrent investments		\$ 4,775,264	\$ 184,889	\$ 4,960,153	\$ 3,756,192

* Cash and investments of approximately \$1.8 billion and \$1.7 billion held in The Port Authority of NY and NJ Retiree Health Benefits Trust are not included in the Port Authority's Enterprise Fund Statements of Net Position as of December 31, 2024 and 2023, respectively.

** 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 relevant Level 1 and Level 2 inputs are unavailable.

Port Authority investments are valued at the closing price on the last business day of the fiscal year or last trade reported on the major market exchange on which the individual securities are traded.

*** Investments are valued at unamortized cost.

† Port Authority investments includes PFC restricted investments of approximately \$6 million and \$5 million in 2024 and 2023, respectively.

Notes to Financial Statements (continued)

Port Authority cash equivalents, excluding PAICE, at December 31, 2024 and 2023 of \$38.7 million and \$39.2 million, respectively, consist of negotiable order of withdrawal accounts.

PAICE cash equivalents at December 31, 2024 and 2023 of \$29.0 million and \$55.6 million, respectively, consist of money market accounts of \$21.2 million and \$48.9 million, respectively, and money market funds of \$7.8 million and \$6.7 million, respectively. The money market funds have ratings of AA-Am and Aaa-mf by Standard & Poor's and Moody's Ratings, respectively.

Port Authority Investment Policies

Port Authority policy provides for cash funds of the Port Authority to be deposited in banks with offices located in the Port District, provided that the total funds on deposit in any bank do not exceed 50% of the bank's combined capital and permanent surplus. These funds must be fully secured by deposit of collateral having a minimum fair value of 110% of actual daily balances in excess of that part of the deposits secured through the Federal Deposit Insurance Corporation (FDIC) and the New Jersey Governmental Unit Deposit Protection Act (GUDPA). The collateral must consist of obligations of the United States of America, the Port Authority, the State of New York or the State of New Jersey held in custodial bank accounts in banks in the Port District having combined capital and surplus in excess of \$1 million.

Total actual bank balances, excluding amounts held by third-party trustees, were \$220 million at December 31, 2024. Of that amount, \$2 million was secured through the basic FDIC deposit insurance and/or pursuant to the GUDPA. The balance of \$218 million was fully collateralized with collateral held by a third-party custodian acting as the Port Authority's agent and held by such custodian in the Port Authority's name.

At December 31, 2023, total actual bank balances, excluding amounts held by third-party trustees, were \$202 million. Of that amount, \$2 million was secured through the basic FDIC deposit insurance and/or pursuant to the GUDPA. The balance of \$200 million was fully collateralized with collateral held by a third-party custodian acting as the Port Authority's agent and held by such custodian in the Port Authority's name.

The investment policies of the Port Authority are established in conformity with its agreements with the holders of its obligations, generally through resolutions of the Board of Commissioners or its Committee on Finance. For the Port Authority, but not necessarily its component units, individual investment transactions are executed with recognized and established securities dealers and commercial banks. Investment securities are maintained, in the Port Authority's name, by a third-party financial institution acting as the Port Authority's agent. Securities transactions are conducted in the open market at competitive prices. Transactions are completed when the Port Authority's securities custodian, in the Port Authority's name, makes or receives payment upon receipt of confirmation that the securities have been transferred at the Federal Reserve Bank of New York or other repository in accordance with the Port Authority's instructions. The notable exception is the execution of Tri-Party Repurchase Agreements. These transactions are completed when the Tri-Party custodian posts collateral to the Port Authority's account in exchange for investment funds.

Proceeds received in connection with Consolidated Bonds and other asset financing obligation issuances may be invested, on an interim basis, in conformance with applicable federal laws and regulations, in obligations of (or fully guaranteed by) the United States of America (including such securities held pursuant to repurchase agreements) and collateralized time deposit accounts.

Consolidated Bond Reserve Fund and General Reserve Fund amounts may be invested in obligations of (or fully guaranteed by) the United States of America. Additionally, amounts in the Consolidated Bond Reserve Fund and the General Reserve Fund (subject to certain limitations) may be invested in obligations of the State

Notes to Financial Statements
(continued)

of New York or the State of New Jersey, collateralized time accounts, and Port Authority bonds actually issued and secured by a pledge of the General Reserve Fund.

Operating funds may be invested in various items including: *a)* direct obligations of the United States of America, obligations of United States government agencies, and sponsored enterprises that have the highest short-term ratings by two nationally recognized firms; *b)* investment-grade negotiable certificates of deposit and negotiable Bankers' Acceptances with banks having AA or better long-term debt rating, and with issues actively traded in secondary markets; *c)* commercial paper obligations having only the highest short-term ratings separately issued by two nationally recognized rating agencies; *d)* United States Treasury and municipal bond futures contracts; *e)* certain interest rate exchange contracts with banks and investment firms; and, *f)* certain interest rate options contracts that are limited to \$50 million of underlying securities with a maturity of no greater than five years with primary dealers in United States Treasury securities. The Board of Commissioners has from time-to-time authorized other investments of operating funds.

It is the general policy of the Port Authority to limit exposure to declines in fair values by limiting the weighted average maturity of the investment portfolio to less than two years. Extending the weighted average maturity beyond two years requires explicit written approval of the Chief Financial Officer of the Port Authority. Committee on Finance authorization is required to extend the weighted average maturity beyond five years.

The fair value and weighted average maturity of investments held by the Port Authority, excluding PAICE, at December 31, 2024 and 2023, follows:

Port Authority Investment Type	2024		2023	
	Fair Value (In thousands)	Weighted Average Maturity (In days)	Fair Value (In thousands)	Weighted Average Maturity (In days)
United States Treasury notes	\$ 4,846,141	604	\$ 3,881,685	636
United States Treasury obligations held pursuant to repurchase agreements	538,686	2	910,565	2
United States Treasury bills	129,423	5	86,042	3
United States government agency obligations	100,000	2	69,960	2
Municipal bonds	4,785	439	4,698	805
Total fair value of investments*	<u>\$ 5,619,035</u>		<u>\$ 4,952,950</u>	
Investment weighted average maturity		521		499

* Excludes accrued interest receivable amounts of approximately \$34 million in 2024 and \$24.2 million in 2023.

The Port Authority has, from time to time, entered into reverse repurchase (yield maintenance) agreements under which the Port Authority contracted to sell a specified United States Treasury security to a counterparty and simultaneously agreed to purchase it back from that party at a predetermined price and future date. All reverse repurchase agreements sold are matched to repurchase agreements (REPO) bought, thereby minimizing market risk. The credit risk is managed by a daily evaluation of the fair value of the underlying securities and periodic cash adjustments, as necessary, in accordance with the terms of the repurchase agreements. There were no investments in reverse repurchase agreements at December 31, 2024 and 2023, respectively.

PAICE Investment Policies

The investment policies of PAICE have been established and approved by the PAICE Board of Directors, which is comprised of Port Authority executive staff. Consistent with the Port Authority Board of Commissioners' authorization with respect to the establishment of PAICE as a wholly owned entity of the Port Authority, PAICE provides the Port Authority Board of Commissioners' Committee on Finance with periodic updates on PAICE's investment activities.

PAICE's investment policies consist of a three-tier set of investment accounts. First, PAICE is required to set aside assets equal to the actuarial loss reserve estimates in a "Minimum Reserve Account." Once this is satisfied, PAICE may establish a "Reserve Account" equal to the balance of all possible losses, less amounts invested in the Minimum Reserve Account. Finally, any excess funds that remain after both the Minimum Reserve Account and Reserve Account requirements are satisfied may be used to establish a "Reserve Surplus Account."

Allowable investments in the Minimum Reserve Account may consist of: **a)** United States Treasury notes and United States Federal Agency debt; **b)** repurchase agreements collateralized by United States Government securities; or, **c)** money market funds investing in United States Treasuries or United States Government Agency securities. The maximum maturity of any single investment is limited to 10 years from the date of purchase, and the duration of the Minimum Reserve Account is limited to 1 to 5 years.

Reserve Account allowable investments are the allowable investments in the Minimum Reserve Account, plus the following types of investments: **a)** United States dollar-denominated issues of sovereigns, supnationals, and foreign government sponsored agencies; **b)** money market instruments; **c)** investment grade corporate obligations issued by United States domestic issuers and United States dollar-denominated issues of foreign issuers; **d)** municipal notes and bonds; **e)** agency mortgage backed securities and agency collateralized mortgage obligations; and, **f)** AAA rated asset-backed securities (ABS). The maximum permissible maturity of any single investment in the Reserve Account is 30 years at time of purchase and the duration of the Reserve Account is limited to 1 to 8 years. The average credit rating of the Reserve Account investments may not fall below AA-.

Under conditions outlined above, PAICE may establish a Reserve Surplus Account comprised of all of the allowable investments in the Minimum Reserve Account and the Reserve Account, plus passive equity index investments that are traded on major exchanges.

In December 2018, the PAICE Board of Directors authorized PAICE to make intercompany loans as a permitted investment for the purpose of efficiently allocating capital resources among the Port Authority and its component units. As of December 31, 2024 and 2023, PAICE had \$360 million in intercompany loans due from the Port Authority.

Notes to Financial Statements
(continued)

The fair value and weighted average maturity of investments held by PAICE at December 31, 2024 and 2023, follows:

PAICE Investment Type	2024		2023	
	Fair Value (In thousands)	Weighted Average Maturity (In days)	Fair Value (In thousands)	Weighted Average Maturity (In days)
United States Treasury notes	\$ 83,208	1,034	\$ 60,141	953
Municipal Bonds	40,640	1,356	25,248	1
Corporate bonds	31,129	582	18,609	474
Mortgage-backed securities	29,999	499	17,601	435
Asset-backed securities	5,961	25	5,393	28
Total fair value of investments*	<u>\$ 190,937</u>		<u>\$ 126,992</u>	
Investment weighted average maturity		3,497		2,894

* Excludes accrued interest receivable amounts of approximately \$2 million and \$967 thousand in 2024 and 2023, respectively, and \$360 million in intercompany loans due from the Port Authority in both 2024 and 2023.

As of December 31, 2024, PAICE's investments had the following credit ratings from Standard and Poor's:

Ratings*	Municipal bonds	Corporate bonds	Mortgage-backed securities** (In thousands)	Asset-backed securities	Total
AAA	\$ 5,596	\$ —	\$ —	\$ 2,181	\$ 7,777
AA+/AA/AA-	22,107	1,335	29,999	—	53,441
A+/A/A-	9,031	10,989	—	—	20,020
BBB+/BBB/BBB-	—	17,822	—	—	17,822
N/A***	3,906	983	—	3,780	8,669
Total	\$ 40,640	\$ 31,129	\$ 29,999	\$ 5,961	\$ 107,729

* Excludes guaranteed U.S. Treasury notes totaling \$83 million.

** Investments in mortgage-backed securities include fixed maturity investments from the Federal National Mortgage Association.

*** N/A represents securities that were not rated.

Notes to Financial Statements
(continued)

As of December 31, 2023, PAICE's investments had the following credit ratings from Standard and Poor's:

Ratings*	Municipal bonds	Corporate bonds	Mortgage- backed securities**	Asset- backed securities	Total
			(In thousands)		
AAA	\$ 4,195	\$ —	\$ —	\$ 3,103	\$ 7,298
AA+/AA/AA-	15,054	2,565	17,601	—	35,220
A+/A/A-	5,434	6,608	—	—	12,042
BBB+/BBB/BBB-	—	9,436	—	—	9,436
N/A***	565	—	—	2,290	2,855
Total	\$ 25,248	\$ 18,609	\$ 17,601	\$ 5,393	\$ 66,851

* Excludes guaranteed U.S. Treasury notes totaling \$60 million.

** Investments in mortgage-backed securities include fixed maturity investments from the Federal National Mortgage Association.

*** N/A represents securities that were not rated.

The Port Authority of New York and New Jersey Retiree Health Benefits Trust

Investment Policies

The Port Authority, acting through or by authority of its Board of Commissioners, establishes investment guidelines consistent with the purpose of The Port Authority of New York and New Jersey Retiree Health Benefits Trust (the Trust). Such investment guidelines are written and may be changed from time to time only by means of a written document adopted by the Port Authority, acting through or by the authority of its Board of Commissioners.

An Investment Committee was established to provide oversight and management of the policies and procedures of the Trust. The Investment Committee is comprised of the: *a)* Chief Financial Officer; *b)* Chief, Human Capital; *c)* Comptroller; and, *d)* Treasurer of the Port Authority. Periodic updates on the portfolio structure, rate of return performance as compared to the benchmark indexes, and any changes to investment strategy are provided to the Committee on Finance of the Port Authority's Board of Commissioners.

The Trust's investment policy statement, approved by the Executive Director of the Port Authority, permits the Trust to invest in equities, fixed-income assets, real estate investment trusts (REITs) and cash equivalents. The main investment objective of the Trust is to achieve long-term growth of Trust assets by maximizing the long-term rate of return on investments and minimizing risk of loss to fulfill the long-term Other Postemployment Benefits (OPEB) obligations of the Port Authority and PATH. The investment objectives are based on a 15-year investment horizon so interim fluctuations should be viewed with appropriate perspective. Investments are managed in a style that seeks to minimize principal fluctuations over the established time horizon and that is consistent with the Trust's investment objectives. Investments are diversified with the intent to minimize the risk of investment losses.

Rate of Return

The annual money-weighted rate of return on Trust investments, net of investment expense, was a gain of 10.38% in 2024 and a gain of 14.52% in 2023, respectively. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Notes to Financial Statements
(continued)

Diversification

The Trust's investment policy requires that Trust assets be invested using the following diversification percentages for each fund classification:

	<u>Range</u>
Cash and cash equivalents	0% - 20%
Fixed income securities	25% - 65%
Mutual fund asset classes	
Equity mutual funds:	
Domestic equity	23% - 43%
International equity	11% - 31%
Real estate investment trusts	0% - 12%

Market Risk

The Trust's investment policy is currently targeted to 60% equity and 40% fixed-income asset weighting. The equity portion of the investments is in four funds focused on the international equity market, the broad domestic equity market, and publicly traded REITs. The primary risk associated with this portion of the portfolio is volatility within the equity financial markets. However, dollar cost averaging provides a measure of risk mitigation by limiting the amount of investment on any one day at any particular valuation level.

Notes to Financial Statements
(continued)

Investment Type, at fair value	Fair Value Hierarchy Levels*	December 31,	
		2024	2023
		(In thousands)	
Cash and cash equivalents	Level 1	\$ 21,345	\$ 23,453
Investments at fair value:			
Fixed-income securities:			
Corporate bonds	Level 2	133,872	126,542
Foreign bonds	Level 2	29,123	23,211
U.S Treasury securities	Level 1	179,899	154,056
Municipal bonds	Level 2	44,602	35,168
Mortgage and asset-backed securities**	Level 2	286,549	230,098
Bond mutual funds	Level 1	11,455	10,929
Equity and real estate mutual funds:			
Equity mutual funds:			
Domestic mutual funds	Level 1	643,058	597,312
International mutual funds	Level 1	368,814	368,473
Real estate mutual funds	Level 1	113,065	98,980
Total investments		\$ 1,810,437	\$ 1,644,769
Total cash, cash equivalents and investments		\$ 1,831,782	\$ 1,668,222

* 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 and should be used only when relevant Level 1 and Level 2 inputs are unavailable.

The Trust investments are valued at the closing price on the last business day of the fiscal year or last trade reported on the major market exchange on which the individual securities are traded.

** December 31, 2024 and December 31, 2023 includes U.S. Government agency securities totaling \$193 million and \$156 million, respectively.

Notes to Financial Statements
(continued)

Credit Risk

The Trust's investment policy statement generally requires the overall rating of fixed-income assets to have an average credit quality rating of at least 'A' and was in compliance with the investment policy in 2024 and 2023.

As of December 31, 2024, fixed-income investment types had the following credit ratings (in thousands):

Ratings**	Corporate bonds	Foreign bonds	Municipal bonds	Mortgage and asset-backed securities	Bond mutual funds	Total
AAA	\$ 3,184	\$ —	\$ 5,358	\$ 29,411	\$ —	\$ 37,953
AA+/AA/AA-	10,312	221	27,883	2,614	—	41,030
A+/A/A-	34,848	2,655	9,135	4,923	—	51,561
BBB+/BBB/BBB-	65,832	2,243	1,560	4,856	—	74,491
BB+/BB/BB-	11,521	909	—	1,091	—	13,521
B+/B/B-	5,197	680	—	379	—	6,256
CC/CCC+/CCC/CCC-	221	18	—	3,029	—	3,268
N/A*	2,757	22,397	666	47,702	11,455	84,977
Total	\$ 133,872	\$ 29,123	\$ 44,602	\$ 94,005	\$ 11,455	\$ 313,057

* N/A represents securities that were not rated.

** Fixed-income investments exclude guaranteed U.S. Treasury and U.S. Government agency securities totaling \$180 million and \$193 million, respectively.

As of December 31, 2023, fixed-income investment types had the following credit ratings (in thousands):

Ratings**	Corporate bonds	Foreign bonds	Municipal bonds	Mortgage and asset-backed securities	Bond mutual funds	Total
AAA	\$ 388	\$ —	\$ 3,564	\$ 18,107	\$ —	\$ 22,059
AA+/AA/AA-	4,416	214	22,177	3,449	—	30,256
A+/A/A-	41,220	1,785	8,159	7,482	—	58,646
BBB+/BBB/BBB-	64,830	4,326	—	6,532	—	75,688
BB+/BB/BB-	8,980	345	—	2,955	—	12,280
B+/B/B-	3,955	592	—	217	—	4,764
CC/CCC+/CCC/CCC-	—	14	—	3,549	—	3,563
N/A*	2,753	15,935	1,268	31,977	10,929	62,862
Total	\$ 126,542	\$ 23,211	\$ 35,168	\$ 74,268	\$ 10,929	\$ 270,118

* N/A represents securities that were not rated.

** Fixed-income investments exclude guaranteed U.S. Treasury and U.S. Government agency securities totaling \$154 million and \$156 million, respectively.

Cash and cash equivalents held in the Trust, at December 31, 2024 of \$21.3 million primarily consists of \$8.4 million of short-term U.S. Government Treasury securities and \$12.7 million of commercial paper. Cash and cash equivalents held in the Trust, at December 31, 2023 of \$23 million consist of \$12 million of short-term

Notes to Financial Statements
(continued)

U.S. Government Treasury securities and \$11 million of commercial paper. The commercial paper has credit ratings of A2 and P2 from Standard & Poor's and Moody's Ratings, respectively and a range of F1 to F2 from Fitch Ratings.

Concentration of Credit Risk

Investments of Trust funds are diversified in accordance with the Trust's investment policy statement that defines guidelines for the portfolio, including holding no individual company stock that exceeds 5% of the portfolio weighting, holding no more than 2% of the outstanding shares of an individual stock, and holding no more than 25% of the portfolio in any one industry. As of December 31, 2024, the Trust had no investments of more than 5% of its fiduciary net position with a single organization.

Custodial Credit Risk

For investments, custodial credit risk is the risk that in the event of the failure of a counterparty, the Trust will not be able to recover the value of its investments or collateral securities. Investment securities are exposed to custodial credit risk if the securities are uninsured and are not registered in the name of the Trust. The Trust manages custodial credit risk by limiting its investments to highly rated institutions and/or requiring high-quality securities be held by the Trustee in the name of the Trust.

Interest Rate Risk

Interest rate risk associated with the Trust is confined to the fixed-income portion of the portfolio. The fixed-income component of the portfolio is subject to interest rate risk due to the nature of the underlying securities. To mitigate fair value losses associated with the fluctuation of interest rates, the duration of the fixed-income fund positions of the portfolio are monitored and adjusted accordingly.

The following is a listing of the Trust's fixed-income investments and related maturity schedule as of December 31, 2024:

Investment Type	<1 Year	1 to 5 Yrs	5 to 10 Yrs	10+ Yrs	Total
			(In thousands)		
Corporate bonds	\$ 905	\$ 38,887	\$ 67,611	\$ 26,469	\$ 133,872
Foreign bonds	379	9,131	14,193	5,420	29,123
U.S. Treasury securities	5,254	40,387	86,129	48,129	179,899
Municipal bonds	707	3,684	6,921	33,290	44,602
Mortgage and asset-backed securities	—	10,200	20,596	255,753	286,549
Bond mutual funds	—	—	—	11,455	11,455
Total	\$ 7,245	\$ 102,289	\$ 195,450	\$ 380,516	\$ 685,500

Notes to Financial Statements
(continued)

The following is a listing of the Trust's fixed-income investments and related maturity schedule as of December 31, 2023:

Investment Type	<1 Year	1 to 5 Yrs	5 to 10 Yrs	10+ Yrs	Total
			(In thousands)		
Corporate bonds	\$ 1,181	\$ 29,677	\$ 64,295	\$ 31,389	\$ 126,542
Foreign bonds	—	6,841	10,922	5,448	23,211
U.S. Treasury securities	4,232	28,589	78,528	42,707	154,056
Municipal bonds	—	3,691	7,071	24,406	35,168
Mortgage and asset-backed securities	—	9,450	13,238	207,410	230,098
Bond mutual funds	—	—	—	10,929	10,929
Total	\$ 5,413	\$ 78,248	\$ 174,054	\$ 322,289	\$ 580,004

Note D - Outstanding Financing Obligations

Outstanding bonds and other asset financing obligations

	at December 31, 2024		
	Current	Noncurrent	Total
		(In thousands)	
A. Consolidated Bonds	\$ 534,060	\$ 26,020,973	\$ 26,555,033
B. Special Obligation Institutional Loan Program	—	413,114	413,114
C. Variable Rate Master Notes	44,600	—	44,600
D. Port Authority Equipment Notes	—	—	—
E. MOTBY Obligation	3,155	31,992	35,147
F. Tower 4 Liberty Bonds	—	1,230,305	1,230,305
G. Goethals Bridge Replacement Developer Financing Arrangement	4,106	1,013,350	1,017,456
H. Hudson Tunnel Project Support Obligation	—	5,347	5,347
	\$ 585,921	\$ 28,715,081	\$ 29,301,002

Notes to Financial Statements
(continued)

	at December 31, 2023		
	Current	Noncurrent	Total
	(In thousands)		
A. Consolidated Bonds	\$ 515,545	\$ 25,981,469	\$ 26,497,014
B. Special Obligation Institutional Loan Program	—	539,455	539,455
C. Variable Rate Master Notes	44,600	—	44,600
D. Port Authority Equipment Notes	—	—	—
E. MOTBY Obligation	2,997	35,147	38,144
F. Tower 4 Liberty Bonds	—	1,232,505	1,232,505
G. Goethals Bridge Replacement Developer Financing Arrangement	2,844	1,017,456	1,020,300
	\$ 565,986	\$ 28,806,032	\$ 29,372,018

A. Consolidated Bonds and Consolidated Notes

	Dec. 31, 2023	Issued	Refunded/ Retired	Dec. 31, 2024
	(In thousands)			
Consolidated Bonds and Consolidated Notes - par value	\$ 24,653,960	\$ 1,809,340	\$ 1,757,880	\$ 24,705,420
Add unamortized premium and (discount)	1,843,054	198,389	191,830	1,849,613
Consolidated Bonds and Consolidated Notes - at cost	\$ 26,497,014	\$ 2,007,729	\$ 1,949,710	\$ 26,555,033

	Dec. 31, 2022	Issued	Refunded/ Retired	Dec. 31, 2023
	(In thousands)			
Consolidated Bonds and Consolidated Notes - par value	\$ 24,971,430	\$ 2,177,250	\$ 2,494,720	\$ 24,653,960
Add unamortized premium and (discount)	1,860,124	143,106	160,176	1,843,054
Consolidated Bonds and Consolidated Notes - at cost	\$ 26,831,554	\$ 2,320,356	\$ 2,654,896	\$ 26,497,014

Consolidated Bond Series *One Hundred Ninety-Ninth, Two Hundred Fourth, and Two Hundred Twenty-Eighth (A, B, C, D)* were direct placements with unrelated parties.

For information related to the payment of Consolidated Bonds and Consolidated Notes, see *Note E- General and Consolidated Bond Reserve Fund (pursuant to Port Authority bond resolutions)*.

Notes to Financial Statements
(continued)

Debt service requirements to maturity for Consolidated Bonds and Consolidated Notes outstanding at December 31, 2024 are as follows:

Year ending December 31:	Principal	Interest	Debt Service
		(In thousands)	
2025	\$ 534,060	\$ 1,134,701	\$ 1,668,761
2026	553,475	1,109,676	1,663,151
2027	577,950	1,084,965	1,662,915
2028	598,075	1,059,101	1,657,176
2029	646,485	1,032,793	1,679,278
2030-2034	3,746,975	4,637,059	8,384,034
2035-2039	4,213,650	3,672,529	7,886,179
2040-2044	3,989,940	2,710,052	6,699,992
2045-2049	3,716,825	1,808,140	5,524,965
2050-2054	2,586,940	1,052,337	3,639,277
2055-2059	2,029,115	544,324	2,573,439
2060-2064	961,240	180,440	1,141,680
2065-2069	450,690	67,919	518,609
2070-2074	—	30,624	30,624
2075-2094	100,000	94,122	194,122
	\$24,705,420	\$20,218,782	\$ 44,924,202

The most recent information, as of the date of this report, related to a specific consolidated bond series can be found in *Section V. Schedules of Outstanding Debt* in the Port Authority’s Official Statement for Consolidated Bonds, Two Hundred Forty Fifth – Two Hundred Forty-Sixth Series dated September 25, 2024, which can be located in the corporate information section on the Port Authority’s website at: <https://www.panynj.gov/corporate/en/financial-information/consolidated-bonds-and-notes.html>.

During 2024, the Port Authority used proceeds and investment earnings from the sale of Consolidated Bonds, to refund \$1.2 billion of outstanding Consolidated Bonds. As a result of these refundings, the Port Authority decreased its aggregate debt service payments by approximately \$148 million over the life of the refunded Consolidated Bonds. The economic gain resulting from the 2024 debt refundings (the difference between the present value of the cash flows required to service the old debt and the present value of the cash flows required to service the new debt) totaled approximately \$102 million in net present value savings, or 8.2% of the refunded par amount.

On December 14, 2023, the Board of Commissioners approved a plan of finance for Consolidated Bonds and Consolidated Notes sold during the period beginning January 1, 2024 through December 31, 2024 (the “2024 Consolidated Bonds Authorization”). The 2024 Consolidated Bonds Authorization authorizes the issuance of Consolidated Bonds and Consolidated Notes in a total aggregate principal amount not to exceed \$4.8 billion (including any issuance of indebtedness sold in 2024 under the Port Authority’s Versatile Structure Obligations resolution). The 2024 Consolidated Bonds Authorization provided that as of December 31, 2023, any authority to issue and sell Consolidated Bonds and Consolidated Notes under the previous December 15, 2022 authorization was deemed extinguished.

On December 12, 2024, the Board of Commissioners approved a plan of finance for Consolidated Bonds and Consolidated Notes sold during the period beginning January 1, 2025 through December 31, 2025 (the 2025

Notes to Financial Statements (continued)

Consolidated Bonds Authorization). The 2025 Consolidated Bonds Authorization authorizes the issuance of Consolidated Bonds and Consolidated Notes in a total aggregate principal amount not to exceed \$4.3 billion (including any issuance of indebtedness sold in 2025 under the Port Authority's Versatile Structure Obligations resolution). The 2025 Consolidated Bonds Authorization provided that as of December 31, 2024, any authority to issue and sell Consolidated Bonds and Consolidated Notes under the previous December 14, 2023 authorization was deemed extinguished.

On January 13, 2025, the United States Department of Transportation (acting by and through the Executive Director of the Build America Bureau) purchased a consolidated bond of the Port Authority (the TIFIA Bond) with an initial principal amount of \$1,897,273,235 (excluding accrued interest) through a private sale by the Port Authority pursuant to the Transportation Infrastructure Finance and Innovation Act of 1988 (TIFIA). The TIFIA Bond is designated as "The Port Authority of New York and New Jersey Consolidated Bond Two Hundred Forty-Seventh Series", bears interest at 4.95% (the statutorily set rate equal to the 30-year State and Local Government Series (SLGS) securities issued by the U.S. Department of Treasury, plus one basis point), and is a senior obligation of the Port Authority paid equally and ratably with the Port Authority's other consolidated bonds. The proceeds will be used toward construction of the first phase of the Midtown Bus Terminal Replacement Project (MBTR). The TIFIA Bond matures on the earlier of the 35th anniversary of the Substantial Completion Date of Phase I of MBTR or (b) November 15, 2064. The TIFIA Bond was rated by Fitch Ratings as AA- and Moody's Ratings as Aa3.

B. Special Obligation Institutional Loan Program and Commercial Paper Obligations

Special Obligation Institutional Loan Program

On November 17, 2022, the Board of Commissioners adopted a resolution establishing the Special Obligation Institutional Loan Program, which provides for the issuance of alternative debt instruments to borrow funds from financial institutions (including banks) (a) when and so long as a line of credit or revolving credit facility (together with any loan deemed to have been entered into in the event of the failure to repay any drawing thereunder, a Bank Line) is determined by the Treasurer to be more efficient and cost effective than the Port Authority's commercial paper program in providing liquidity support for the Port Authority's capital program and, (b) when and so long as a term loan (Bank Loan), is determined by the Treasurer to be more efficient and cost effective than issuing a like amount of Consolidated Bonds. Any Bank Line would be limited to five years. No Bank Loan would have a term in excess of fifteen years and could bear interest at a fixed or variable rate (or either, from time to time, during the term.)

Under the November 17, 2022 resolution, the total maximum amount that may be outstanding at any time under the Special Obligation Institutional Loan Program is limited to \$1.25 billion, calculated by adding the following items in existence at the time of calculation (without duplication): *a*) the principal amount of outstanding commercial paper notes; plus *b*) outstanding amount under liquidity facilities pertaining to commercial paper notes; plus *c*) outstanding amounts drawn under Bank Lines; plus *d*) the outstanding principal amount of any Bank Loans.

On January 20, 2023, the Port Authority entered into two separate revolving credit agreements, each establishing a Bank Line, for a combined total of \$750 million to draw thereunder. As of December 31, 2024 there was \$337 million available to draw upon. The revolving credit agreement with Wells Fargo that originally expired on January 31, 2025 was extended to January 28, 2027 while the Bank of America line expires on February 2, 2026.

Notes to Financial Statements
(continued)

	Dec. 31, 2023	Issued	Refunded/Repaid	Dec. 31, 2024
			(In thousands)	
Obligation outstanding	\$ 539,455	\$ 23,659	\$ 150,000	\$ 413,114

	Dec. 31, 2022	Issued	Refunded/Repaid	Dec. 31, 2023
			(In thousands)	
Obligation outstanding	\$ —	\$ 539,455	\$ —	\$ 539,455

In 2024, interest rates for revolving lines of credit ranged from 3.88% to 5.79%.

Commercial Paper Obligations

Commercial paper obligations are special obligations of the Port Authority generally issued to provide interim financing for authorized capital projects. Port Authority commercial paper obligations were issued under the resolution of the Board of Commissioners adopted on October 29, 2020, which authorized their issuance through December 31, 2025. Under the commercial paper program, the maximum aggregate principal amount that may be outstanding at any one time is \$250 million for series A, \$250 million for series B, and \$250 million for series C. For additional information related to the payment of special obligations of the Port Authority, see *Note E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)*.

To increase the availability of sufficient liquidity for the Port Authority to pay the maturing principal amounts and the interest due at maturity, the Port Authority entered into liquidity facilities for each of Series A, Series B, and Series C. The liquidity facilities expired in January 2023. There were no outstanding commercial paper obligations as of December 31, 2024 and 2023.

C. Variable Rate Master Notes

Variable Rate Master Notes are direct placements and special obligations of the Port Authority and may be issued in aggregate principal amounts outstanding at any one time not to exceed \$400 million (see *Note E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)* for additional information related to the payment of special obligations of the Port Authority).

	Dec. 31, 2023	Issued	Refunded/ Repaid	Dec. 31, 2024
			(In thousands)	
Agreements 1989 -1995*	\$ 19,900	\$ —	\$ —	\$ 19,900
Agreements 1989 -1998	24,700	—	—	24,700
	\$ 44,600	\$ —	\$ —	\$ 44,600

* Obligations are subject to the alternative minimum tax imposed under the Internal Revenue Code of 1986, as amended with respect to individuals and corporations.

Notes to Financial Statements
(continued)

	Dec. 31, 2022	Issued	Refunded/ Repaid	Dec. 31, 2023
	(In thousands)			
Agreements 1989 -1995*	\$ 19,900	\$ —	\$ —	\$ 19,900
Agreements 1989 -1998	24,700	—	—	24,700
	\$ 44,600	\$ —	\$ —	\$ 44,600

* Obligations are subject to the alternative minimum tax imposed under the Internal Revenue Code of 1986, as amended with respect to individuals and corporations.

Interest rates are determined weekly, based upon a spread added to a specific industry index (the Securities Industry and Financial Markets Association rate) as stated in each master note agreement, and ranged from 1.95% to 4.63% in 2024.

Annual debt service requirements on outstanding Variable Rate Master Notes, determined for presentation purposes at the rate in effect at December 31, 2024, would be as follows:

Year ending December 31:	Principal	Interest	Debt Service
	(In thousands)		
2025	\$ 19,900	\$ 1,138	\$ 21,038
2026	—	604	604
2027	24,700	32	24,732
	\$ 44,600	\$ 1,774	\$ 46,374

Variable Rate Master Notes are subject to prepayment at the option of the Port Authority or upon demand of the holders.

D. Port Authority Equipment Notes

Port Authority Equipment Notes may be issued in aggregate principal amounts outstanding at any one time not to exceed \$250 million. Equipment Notes are special obligations to the Port Authority and are payable in the same manner and from the same sources as operating expenses. For additional information related to the payment of obligations of the Port Authority, see *Note E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)*.

There were no outstanding Port Authority Equipment Notes as of December 31, 2024 and December 31, 2023.

E. Marine Ocean Terminal at Bayonne Peninsula (MOTBY) Obligation

On August 3, 2010, the Port Authority acquired approximately 131 acres of the former MOTBY from the Bayonne Local Redevelopment Authority (BLRA) for \$235 million. The acquired property is comprised of three parcels on the southern side of the peninsula and has been incorporated into the Port Jersey – Port Authority Marine Terminal for future marine terminal purposes. The \$235 million total purchase price is payable to the BLRA in twenty-four annual installment payments through 2033.

The total purchase price of \$235 million was discounted to a present value of \$178.4 million at an implicit interest rate of 5.25% per annum and recognized as a special obligation of the Port Authority in 2010 (see *Note*

Notes to Financial Statements
(continued)

E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions), for additional information related to the payment of special obligations of the Port Authority).

	Dec. 31, 2023	Accretion	Amortization	Dec. 31, 2024
		(In thousands)		
Obligation Outstanding	\$ 38,144	\$ —	\$ 2,997	\$ 35,147

	Dec. 31, 2022	Accretion	Amortization	Dec. 31, 2023
		(In thousands)		
Obligation Outstanding	\$ 40,992	\$ —	\$ 2,848	\$ 38,144

Payment requirements for the MOTBY obligation outstanding at December 31, 2024 are as follows:

Year ending December 31:	Amortization	Implicit Interest	Total
		(In thousands)	
2025	\$ 3,155	\$ 1,845	\$ 5,000
2026	3,320	1,680	5,000
2027	3,495	1,505	5,000
2028	3,678	1,322	5,000
2029	3,871	1,129	5,000
2030-2033	17,628	2,372	20,000
	\$ 35,147	\$ 9,853	\$ 45,000

F. Tower 4 Liberty Bonds

The Port Authority is a co-borrower/obligor with respect to the New York Liberty Development Corporation, Liberty Revenue Bonds, Series 2011 (4 World Trade Center Project) issued by the New York Liberty Development Corporation on November 15, 2011 in the aggregate principal amount of approximately \$1.2 billion. In connection with the issuance of such Tower 4 Liberty Bonds by the New York Liberty Development Corporation, the Port Authority entered into a Tower 4 Bond Payment Agreement with the Tower 4 bond trustee to make certain debt service payments of principal and interest on the bonds (net of fixed rent paid or payable under the City of New York’s Tower 4 space lease, which has been assigned by the Tower 4 Silverstein net lessee directly to the Tower 4 bond trustee for the payment of a portion of the debt service on the Tower 4 Liberty Bonds).

On September 14, 2021, the New York Liberty Development Corporation issued \$1.2 billion Tax-Exempt Liberty Revenue Refunding Bonds Series 2021A (4 World Trade Center Project) (Green Bonds) and \$11.4 million Taxable Liberty Revenue Refunding Bonds Series 2021B (4 World Trade Center Project) (Green Bonds) to redeem all of the outstanding Liberty Bonds issued in 2011 and to pay certain issuance costs. The material terms of the original November 2011 Tower 4 financing remain unchanged, including, the Port Authority remaining co-borrower/obligor for the refunding bonds. The Port Authority’s payment of debt service on the Tower 4 Liberty Bonds is a special obligation of the Port Authority to the trustee from May 11, 2012, through November 15, 2051 (see *Note E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)*, for additional information related to the payment of special obligations of the Port Authority).

Notes to Financial Statements
(continued)

Port Authority debt service payments related to Tower 4 Liberty Bonds in whole or in part are reimbursable to the Port Authority from Tower 4 cash flow and to the extent Tower 4 cash flow is not sufficient, would accrue interest until reimbursed or paid with an overall term for such reimbursement or payment not in excess of 40 years from the issuance date of the original Tower 4 Liberty Bond financing (see *Note L – Information with Respect to the Redevelopment of the World Trade Center Campus* for additional information related to the redevelopment of WTC Tower 4).

	Dec. 31, 2023	Issued	Repaid/ Amortized	Dec. 31, 2024
	(In thousands)			
Series 2021A	\$ 1,223,320	\$ —	\$ —	\$ 1,223,320
Series 2021B	9,185	—	2,200	6,985
Total Tower 4 Liberty Bonds	\$ 1,232,505	\$ —	\$ 2,200	\$ 1,230,305

	Dec. 31, 2022	Issued	Repaid/ Amortized	Dec. 31, 2023
	(In thousands)			
Series 2021A	\$ 1,223,320	\$ —	\$ —	\$ 1,223,320
Series 2021B	11,385	—	2,200	9,185
Total Tower 4 Liberty Bonds	\$ 1,234,705	\$ —	\$ 2,200	\$ 1,232,505

Annual debt service payment requirements on outstanding Tower 4 Liberty Bonds at December 31, 2024 are as follows:

Year ending December 31:	Principal	Interest	Debt Service
	(In thousands)		
2025	\$ 2,200	\$ 32,499	\$ 34,699
2026	2,585	32,474	35,059
2027	25,370	32,437	57,807
2028	26,635	32,196	58,831
2029	27,970	31,877	59,847
2030-2034	162,310	151,494	313,804
2035-2039	207,435	130,655	338,090
2040-2044	265,155	99,240	364,395
2045-2049	343,840	56,880	400,720
2050-2051	166,805	7,577	174,382
Total	\$ 1,230,305	\$ 607,329	\$ 1,837,634

G. Goethals Bridge Replacement Developer Financing Arrangement

On August 30, 2013, the Port Authority and a private developer entered into an agreement (the Project Agreement) for the design, construction, financing, and maintenance of a replacement Goethals Bridge (the Replacement Bridge). Substantial completion of the Replacement Bridge was achieved on June 30, 2018 (Substantial Completion) and project completion, including the demolition of the existing bridge, occurred on December 31, 2018. Pursuant to the Project Agreement, which has a scheduled expiration date of June 30,

Notes to Financial Statements
(continued)

2053, the thirty-fifth anniversary of Substantial Completion, the private developer performs certain operation and maintenance work relating to the Replacement Bridge, and the Port Authority retains control over the toll collection system, including its operation and maintenance, and receives toll revenues. The Port Authority controls all tolling activities, including the determination and approval of toll rates.

Pursuant to the Goethals Bridge Replacement Developer Financing Arrangement (DFA) contained within the Project Agreement, upon Substantial Completion of the Replacement Bridge the private developer became entitled to receive from the Port Authority, fixed payments in the principal amount of approximately \$1.02 billion, subject to certain adjustments, to be paid in monthly payments of principal and interest (DFA payments) over the term of the Project Agreement. The Port Authority's obligation to make DFA payments is memorialized as an interest-bearing loan from the private developer to the Port Authority. Monthly DFA payments commenced in July 2018. DFA payments are subject to certain deductions for non-compliance and/or lane unavailability by the private developer pursuant to the terms of the Project Agreement. DFA payments are a special obligation of the Port Authority, payable over a thirty-five-year term (see *Note E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)*, for additional information related to the payment of special obligations of the Port Authority).

	Dec. 31, 2023	Issued	Amortization	Dec. 31, 2024
	(In thousands)			
Goethals Bridge Replacement Developer Financing Arrangement	\$ 1,020,300	\$ —	\$ 2,844	\$ 1,017,456

	Dec. 31, 2022	Issued	Amortization	Dec. 31, 2023
	(In thousands)			
Goethals Bridge Replacement Developer Financing Arrangement	\$ 1,022,275	\$ —	\$ 1,975	\$ 1,020,300

In accordance with the Project Agreement, DFA payments to the private developer commenced in July 2018. Annual DFA payments required to be made to the private developer are as follows:

Year ending December 31:	Amortization	Implicit Interest*	Total DFA Payments
	(In thousands)		
2025	\$ 4,106	\$ 58,111	\$ 62,217
2026	5,290	57,860	63,150
2027	6,558	57,540	64,098
2028	7,752	57,307	65,059
2029	9,353	56,682	66,035
2030-2034	71,988	273,344	345,332
2035-2039	125,775	246,245	372,020
2040-2044	199,325	201,446	400,771
2045-2049	299,629	132,116	431,745
2050-2053	287,680	34,069	321,749
Total	\$ 1,017,456	\$ 1,174,720	\$ 2,192,176

* DFA loan implicit interest rate equals 5.64% per annum.

H. Hudson Tunnel Project (HTP) Support Obligation

On July 8, 2024, the approximately \$16 billion HTP sponsored by the Gateway Development Commission, a bi-state agency of the States of New York and New Jersey (GDC), reached financial close. In 2018, the Port Authority’s Board of Commissioners had formally committed support for the HTP in an aggregate principal amount not to exceed \$2.7 billion (Principal Amount), so long as the Port Authority had no additional liability for construction completion, cost overrun or project funding risk. The support would be provided as funding of the debt service on federal low interest loans for a portion of the local share of the HTP cost. As part of the HTP, two new railroad tubes will be constructed by GDC connecting the States of New York and New Jersey between the Bergen Palisades in New Jersey and Manhattan, New York (the New Tunnel).

The Port Authority’s funding agreement with GDC obligates the Port Authority to make periodic “Contract Payments” to a collateral agent as directed by GDC (Support Obligation) to be applied against payments under a corresponding federal Railroad-Rehabilitation Improvement Program (RRIF) loan, the proceeds of which will be used to fund the construction of the New Tunnel (New Tunnel RRIF Loan). The total estimated principal amount of the New Tunnel RRIF Loan is \$2.47 billion, of which \$1.87 billion will fund construction. The interest rate on the New Tunnel RRIF Loan was set at financial close at a rate of 4.48% per annum. Payment of the HTP Support Obligation contract payments corresponding debt service components is currently anticipated to begin in October 2034 (or earlier, if the New Tunnel is completed earlier) in an annual amount of approximately \$110 million, rising to an annual amount of approximately \$151 million in the period 2040-2069.

The HTP Support Obligation is a *Special obligation* of the Port Authority that will be recognized as New Tunnel RRIF Loan proceeds are drawn upon for purposes of constructing two new railroad tubes. (See *Note E - General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)*, for additional information related to the payment of special obligations of the Port Authority.

	Dec. 31, 2023	Issued	Repaid/ Amortized	Dec. 31, 2024*
		(In thousands)		
HTP Support Obligation	\$ —	\$ 5,347	\$ —	\$ 5,347

*Includes approximately \$19 thousand of accrued interest

Note E – General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)

The Port Authority has no power to levy taxes or assessments. Port Authority bonds, notes and other debt obligations are not obligations of the States of New York and New Jersey or of either of them and are not guaranteed by said States or by either of them.

Consolidated Bonds and Consolidated Notes

Consolidated Bonds and Consolidated Notes are direct and general obligations of the Port Authority and the full faith and credit of the Port Authority are pledged to the payment of debt service thereon. Consolidated Bonds and Consolidated Notes are secured equally and ratably with all other Consolidated Bonds and Consolidated Notes heretofore or hereafter issued by a pledge of: **a)** the net revenues (as defined in the Consolidated Bond Resolution of 1952 (Consolidated Bond Resolution) of all existing facilities of the Port Authority and any additional facilities which may hereafter be financed or refinanced in whole or in part through the medium of Consolidated Bonds and Consolidated Notes; **b)** the General Reserve Fund of the Port

Notes to Financial Statements (continued)

Authority equally with other obligations of the Port Authority secured by the General Reserve Fund; and, *c*) the Consolidated Bond Reserve Fund established by the Consolidated Bond Resolution.

The General Reserve Fund is pledged in support of Consolidated Bonds and Consolidated Notes. Statutes, which require the Port Authority to create and maintain the General Reserve Fund (General Reserve Fund Statutes), established the principle of pooling revenues from all facilities and require the Port Authority to apply surplus revenues from all of its existing facilities to maintain the General Reserve Fund in an amount equal to at least 10% of the par value of outstanding bonds legal for investment. At December 31, 2024, the General Reserve Fund balance was \$2,516,313,000 and met the prescribed statutory amount (see *Schedule C – Analysis of Reserve Funds*).

The balance remaining of all net revenues (as defined in the Consolidated Bond Resolution) of the Port Authority's existing facilities after deducting payments for debt service upon all Consolidated Bonds and Consolidated Notes and the amount necessary to maintain the General Reserve Fund at its statutorily required amount is to be paid into the Consolidated Bond Reserve Fund, which is pledged as additional security for all outstanding Consolidated Bonds and Consolidated Notes. Consolidated Bonds and Consolidated Notes have a first lien upon the net revenues (as defined in the Consolidated Bond Resolution) of all existing facilities of the Port Authority and any additional facility financed by Consolidated Bonds and Consolidated Notes.

Amounts deposited into the General Reserve Fund may be accumulated or applied only to purposes set forth in the General Reserve Fund Statutes and agreements with the holders of such Port Authority bonds secured by a pledge of the General Reserve Fund. Amounts deposited into the Consolidated Bond Reserve Fund may be accumulated or applied only to the purposes stated in the Consolidated Bond Resolution. At December 31, 2024, the Port Authority met the requirements of the Consolidated Bond Resolution to maintain both reserve funds in cash and specified securities.

In addition, the Port Authority has a long-standing policy of maintaining the aggregate amount of both reserve funds in an amount equal to at least the next two years' bonded debt service on outstanding debt secured by a pledge of the General Reserve Fund.

Special Obligations

Commercial paper obligations, Variable Rate Master Notes, the MOTBY obligation, Tower 4 Liberty Bonds, the Goethals Bridge Replacement DFA, Special Obligation Institutional Loan Program and the HTP Support Obligation are *Special Obligations* to the Port Authority. The Port Authority is also a special limited co-obligor on the senior debt issued for WTC Tower 3, with a capped amount of debt service shortfalls payable as a special obligation of the Port Authority (see *Note L – Information with Respect to the Redevelopment of the World Trade Center Campus*, for additional information related to certain contingent obligations of the Port Authority with respect to the development of WTC Tower 3).

Special obligations of the Port Authority are payable from the proceeds of obligations of the Port Authority issued for such purposes, including Consolidated Bonds and Consolidated Notes issued in whole or in part for such purposes, or from net revenues (as defined below) deposited into the Consolidated Bond Reserve Fund, and in the event such net revenues are insufficient therefore, from other moneys of the Port Authority legally available for such payments when due.

Net revenues for purposes of special obligations of the Port Authority are defined, with respect to any date of calculation, as the revenues of the Port Authority pledged under the Consolidated Bond Resolution, and remaining after: *i*) payment or provision for payment of debt service on Consolidated Bonds and Consolidated Notes as required by the applicable provisions of the Consolidated Bond Resolution; *ii*) payment into the

Notes to Financial Statements (continued)

General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes; and, *iii*) applications to the authorized purposes under Section 7 of the Consolidated Bond Resolution.

Special obligations of the Port Authority are subject in all respects to payment of debt service on Consolidated Bonds and Consolidated Notes as required by the applicable provisions of the Consolidated Bond Resolution and payment into the General Reserve Fund of the amount necessary to maintain the General Reserve Fund at the amount specified in the General Reserve Fund Statutes.

Special obligations of the Port Authority are not secured by or payable from the General Reserve Fund. Additionally, special obligations of the Port Authority do not create any lien on, pledge of or security interest in any revenues, reserve funds or other property of the Port Authority.

Equipment Notes and the *Fund buy-out obligation* (fully amortized as of December 31, 2021) are *Special Obligations* to the Port Authority, payable in the same manner and from the same sources as operating expenses.

Note F – Grants and Contributions in Aid of Construction

During 2024 and 2023, the Port Authority received reimbursements related to certain policing activities as well as federal, state, and local funding for operating and capital construction activities:

Policing programs

Amounts received in connection with the Port Authority Police Department providing services to a third-party are exchange transactions and recognized as operating revenues on the Statements of Revenues, Expenses and Changes in Net Position.

U.S. Department of State (USDOS) – In both 2024 and 2023, the Port Authority recognized approximately \$1 million per year from the USDOS to fund costs incurred by Port Authority police personnel for the United Nations General Assembly.

K-9 Program – The FAA and the Transportation Security Administration (TSA) provided limited funding for operating costs associated with the training and care of explosive detection dogs. Amounts received in connection with this program were approximately \$400 thousand in 2024 and \$1.5 million in 2023.

Grants, in connection with operating activities

America Rescue Plan Act (ARPA) – In 2024 and 2023, the Port Authority recognized approximately \$117 million and \$60 million, respectively, in ARPA federal funding related to Port Authority aviation operating expenditures.

Superstorm Sandy – In 2024 and 2023, the Port Authority recognized approximately \$24 million and \$1 million, respectively, from the Federal Emergency Management Agency and the Federal Transit Administration (FTA) for Superstorm Sandy immediate repair efforts.

Security Programs – In 2024 and 2023, the Port Authority recognized approximately \$18 million and \$21 million, respectively, from the Department of Homeland Security for security-related Urban Area Security Initiatives programs.

Notes to Financial Statements
(continued)

Department of the Army (U.S. Army Corps of Engineers) – In 2024 and 2023, the Port Authority recognized approximately \$16 million and \$7 million, respectively, in contributions due from the Department of the Army for funding related to federal channel maintenance dredging at Port facilities.

Concessions Rent Relief Airport Rescue Grant – In 2024, the Port Authority recognized approximately \$12 million in federal funding related to rent relief to eligible airport concession.

Federal Emergency Management Agency (FEMA) – In 2023, the Port Authority recognized approximately \$7 million primarily from COVID-19 relief funding.

Airport Coronavirus Response Grant Program (ACRGP) concessions – In 2023, the Port Authority recognized approximately \$3 million in ACRGP federal funding related to rent relief eligible airport concessionaires.

Contributions in Aid of Capital Construction

Superstorm Sandy – In 2024 and 2023, the Port Authority recognized approximately \$134 million and approximately \$120 million, respectively, in FTA and FEMA funding related to Superstorm Sandy permanent repairs and resiliency capital projects, primarily at PATH.

John F. Kennedy International (JFK) Airport New Terminal One (NTO) – In 2024 and 2023, the Port Authority recognized approximately \$82 million and \$63 million, respectively, from the JFK NTO net lessee for the construction of JFK Terminal One.

JFK Airport Roadway Access– In 2024, the Port Authority recognized approximately \$74 million from State of New York Department of Transportation (NYSDOT) to better interconnect Airport roadways with the state highway System.

AIP – In 2024 and 2023, the Port Authority recognized approximately \$36 million and \$16 million, respectively, in AIP funding primarily related to rehabilitation of taxiways and runways at Port Authority Aviation facilities.

JFK Millennium Partners (JMP) – The Port Authority recognized approximately \$7 million in 2024 and \$15 million in 2023 from JMP for the construction of JFK Terminal Six.

Federal Highway Administration (FHWA) – In both 2024 and 2023, the Port Authority recognized approximately \$4 million per year in FHWA funding for the Cross Harbor Freight Movement Program at Greenville Yard, Port Authority Marine Terminal.

United States Economic Development Administration (EDA) – In both 2024 and 2023, the Port Authority recognized \$3 million per year from the EDA for the stabilization and repairs at MOTBY.

Security Programs – In 2024 the Port Authority recognized approximately \$1 million mainly from the Department of Homeland Security for transit security grant programs.

State of New Jersey Department of Transportation (NJDOT) – The Port Authority recognized approximately \$404 thousand in 2024 and \$244 thousand in 2023 in NJDOT funding under the Rail Freight Assistance Program for planning related to the Express Rail Southbound Connector at the Elizabeth Port Authority Marine Terminal.

Notes to Financial Statements
(continued)

WTC Tower 3 – In 2023, the Port Authority recognized approximately \$2 million in required capital contributions due from the WTC Tower 3 net lessee for the construction of WTC Tower 3.

Note G - Leasing Activities and Subscription-Based Information Technology Arrangements

Property leased to third-parties (Port Authority as lessor)

The Port Authority enters into lease arrangements with lessees for use of space at Port Authority facilities, including the World Trade Center, George Washington Bus Station, Air Terminals, Marine Terminals, Waterfront Development facilities, Industrial Development facilities, Journal Square Transportation Center and Port Authority Bus Terminal.

Lease Receivable and Deferred Inflow of Resources

In accordance with GASB Statement No. 87, the Port Authority, as lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for excluded leases. The lease receivable is measured at the present value of “fixed” lease payments, including escalations and minimum guarantees that are fixed in substance and expected to be received during the lease term. Rent escalations are defined in the respective lease agreements and are generally based on a fixed rate or referenced indexes, including the Consumer Price Index (CPI). Lease terms range from 1 to 77 years. Discount rates applied to expected fixed lease payments are based on the Port Authority’s incremental cost of borrowing at the commencement of the lease term. Discount rates applied to expected fixed lease payments for purposes of present valuing lease receivables for all unexpired leases in effect during 2024 and 2023 valuations ranged from 0.33% to 5.23%. Renewal and termination options are included in the lease valuation if the option is reasonably certain of being exercised. Deferred inflows of resources are measured at the amount of the initial measurement of the lease receivable, plus any payments received at or before the commencement of the lease term that relate to future periods and are amortized on a straight-line basis over the lease term as a component of *Rentals*. The Port Authority continually monitors changes in circumstances that would require the remeasurement of a lease agreement.

A summary of the change in the lease receivables follows:

Dec. 31, 2023	Additions	Amortization	Dec. 31, 2024*
	(In thousands)		
\$4,838,763	\$39,822	\$234,236	\$4,644,349
Dec. 31, 2022	Additions	Amortization	Dec. 31, 2023*
	(In thousands)		
\$4,572,733	\$507,511	\$241,481	\$4,838,763

* Lease receivables has been reduced by \$751 million at December 31, 2024 and \$768 million at December 31, 2023 of lease payables related to the Port Authority’s leaseback of space in WTC Tower 4, which are netted against receivables due from the WTC Tower 4 net lessee, Silverstein Properties, Inc.

A summary of the change in the deferred inflows of resources follows:

Dec. 31, 2023	Additions	Amortization	Dec. 31, 2024*
	(In thousands)		
\$5,347,802	\$38,289	\$301,579	\$5,084,512

Notes to Financial Statements
(continued)

Dec. 31, 2022	Additions	Amortization	Dec. 31, 2023*
	(In thousands)		
\$5,158,110	\$497,429	\$307,737	\$5,347,802

* Deferred inflows of resources have been reduced by \$683 million at December 31, 2024 and \$716 million at December 31, 2023 of lease assets related to the Port Authority's leaseback of space in WTC Tower 4, which are netted against deferred inflows of resources related to the WTC Tower 4 net lessee, Silverstein Properties, Inc.

Fixed lease payments expected to be received by the Port Authority included in the measurement of the lease receivable are as follows:

Year ending December 31:	Amortization	Interest	Total
	(In thousands)		
2025	\$ 233,300	\$ 125,049	\$ 358,349
2026	238,691	119,802	358,493
2027	226,414	115,790	342,204
2028	191,380	112,226	303,606
2029	176,707	112,203	288,910
2030-2034	640,691	532,834	1,173,525
2035-2039	545,322	506,065	1,051,387
2040-2044	64,254	513,587	577,841
2045-2049	60,691	544,381	605,072
2050-2054	95,788	565,892	661,680
2055-2059	97,935	522,283	620,218
2060-2064	66,443	575,668	642,111
2065-2069	87,116	711,819	798,935
2070-2074	56,476	1,096,593	1,153,069
2075-2079	56,808	1,227,930	1,284,738
2080-2084	68,608	1,380,043	1,448,651
2085-2089	103,823	1,535,058	1,638,881
2090-2094	246,750	1,610,025	1,856,775
2095-2099	1,870,844	226,445	2,097,289
2100-2104	253,495	6,122	259,617
2105-2109	11,023	1,520	12,543
2110-2113	2,529	56	2,585
Total	\$ 5,395,088	\$ 12,141,391	\$ 17,536,479

Note: Amortization includes \$751 million of lease payables related to the Port Authority's leaseback of space in WTC Tower 4 (discussed further below), which are netted against receivables due from the WTC Tower 4 net lessee.

Notes to Financial Statements
(continued)

Lease-Leaseback Transactions

In accordance with GASB Statement No. 87, lease-leaseback transactions are accounted for as a “net” transaction. Under the terms of the December 2010 World Trade Center Amended and Restated Master Development Agreement (MDA), Silverstein Properties, Inc (Silverstein net lessee) is the WTC Tower 4 net lessee. In December 2010, the Port Authority, as tenant, entered into a space lease with the WTC Tower 4 Silverstein net lessee, as landlord, for approximately 600,000 square feet of office space for use as the Port Authority’s corporate offices with an initial term of 30 years and four 5-year renewal options. In November 2014, such space lease was amended to provide for the surrender by the Port Authority of two floors to the Tower 4 Silverstein net lessee. For additional information related to the redevelopment of the WTC see *Note L – Information with Respect to the Redevelopment of the World Trade Center Campus*.

Fixed lease payments expected to be received and paid by the Port Authority for lease-leaseback transactions, included in the measurement of the lease receivable are as follows:

Year ending Dec. 31:	WTC Tower 4 Net-Lease		WTC Tower 4 Port Authority Office Space Leaseback		Net Receivable	
	Amortization	Interest	Amortization	Interest	Amortization	Interest
	(In thousands)					
2025	\$ —	\$ 34,885	\$ 20,617	\$ 20,643	\$ (20,617)	\$ 14,242
2026	—	35,718	21,201	20,059	(21,201)	15,659
2027	—	36,576	21,801	19,458	(21,801)	17,118
2028	—	37,460	22,419	18,840	(22,419)	18,620
2029	—	41,273	23,916	18,203	(23,916)	23,070
2030-2034	—	223,909	148,655	79,229	(148,655)	144,680
2035-2039	—	258,387	195,362	55,306	(195,362)	203,081
2040-2044	—	303,059	250,380	24,218	(250,380)	278,841
2045-2049	—	349,155	46,388	529	(46,388)	348,626
2050-2054	—	391,563	—	—	—	391,563
2055-2059	—	368,726	—	—	—	368,726
2060-2064	—	433,694	—	—	—	433,694
2065-2069	—	581,090	—	—	—	581,090
2070-2074	—	976,412	—	—	—	976,412
2075-2079	—	1,113,948	—	—	—	1,113,948
2080-2084	—	1,273,747	—	—	—	1,273,747
2085-2089	—	1,459,358	—	—	—	1,459,358
2090-2094	117,695	1,557,195	—	—	117,695	1,557,195
2095-2099	1,714,538	210,571	—	—	1,714,538	210,571
2100	223,187	2,563	—	—	223,187	2,563
Total	\$ 2,055,420	\$ 9,689,289	\$ 750,739	\$ 256,485	\$ 1,304,681	\$ 9,432,804

Notes to Financial Statements
(continued)

A summary of the lease-leaseback transaction for the WTC Tower 4 net lease for 2024 and 2023 follows:

	2024		
	WTC Tower 4 Net-Lease	WTC Tower 4 Port Authority Office Space Leaseback	Net
		(In thousands)	
Lease receivable/(liability) (Deferred inflows of resources, leases)/lease asset	\$ 2,055,420	\$ (750,739)	\$ 1,304,681
	(1,954,475)	683,011	(1,271,464)
Lease amortization (revenue)/expense	(25,873)	32,719	6,846
Interest (income)/expense	(80,930)	21,175	(59,755)
	2023		
	WTC Tower 4 Net-Lease	WTC Tower 4 Port Authority Office Space Leaseback	Net
		(In thousands)	
Lease receivable/(liability) (Deferred inflows of resources, leases)/lease asset	\$ 2,055,420	\$ (767,541)	\$ 1,287,879
	(1,980,348)	715,730	(1,264,618)
Lease amortization (revenue)/expense	(25,873)	32,719	6,846
Interest (income)/expense	(79,218)	21,626	(57,592)

Regulated Lease Agreements

In accordance with GASB Statement No. 87, *regulated leases* are lease agreements regulated by a governmental entity and subject to external laws, regulations or legal rulings. Lease agreements with third parties at Port Authority Aviation facilities regulated by the FAA and are aeronautical in nature, including air terminals are excluded from the measurement of the lease receivable. Lease agreements with third parties at Port Authority Marine terminals regulated by the Federal Maritime Committee (FMC) and are connected with the movement of cargo through the leasing of a marine terminal, wharf, dock and warehouse space are excluded from the measurement of the lease receivable. Lease payments received in connection with regulated lease agreements are recognized as *Rentals* based on the rental terms contained in their respective lease agreement.

The Port Authority was lessor to approximately 300 regulated lease agreements and recognized rental revenue of approximately:

2024		2023	
Fixed Rent Regulated Leases	Variable Rent Regulated Leases	Fixed Rent Regulated Leases	Variable Rent Regulated Leases
		(In thousands)	
\$1,089,816	\$491,123	\$1,031,945	\$419,531

Notes to Financial Statements
(continued)

Future minimum lease payments related to “regulated” leases at Port Authority Aviation and Marine Terminal facilities are as follows:

Year ending December 31:	Total Regulated Lease Payments
	(In thousands)
2025	\$ 1,024,394
2026	965,759
2027	956,606
2028	751,109
2029	703,314
2030-2034	2,662,248
2035-2039	2,009,546
2040-2044	1,968,123
2045-2049	1,404,275
2050-2054	1,279,364
2055-2059	1,347,676
2060-2064	351,728
2065-2069	87,411
2070-2073	13,112
Total	\$ 15,524,665

Variable Rent Lease (excluding certain regulated leases)

In accordance with GASB Statement No. 87, lease agreements in which the lease payment paid by the lessee to the lessor is based on activity (excluding minimum guaranteed lease payments) are not included in the measurement of the lease receivable because they do not contain fixed lease payments. The Port Authority recognized rental revenue from non-fixed-variable leases of \$477 million and \$388 million in 2024 and 2023, respectively.

Property leased by the Port Authority from third-parties (Port Authority as lessee)

The Port Authority enters into lease arrangements for land and office space with municipalities and other lessors in support of operating Port Authority facilities, including the Cities of New York and Newark for the leasing of the New York City Municipal Air Terminals and Newark Municipal Air and Marine Terminals.

Lease Liability and Lease Asset

In accordance with GASB Statement No. 87, the Port Authority, as lessee, recognizes a lease liability and lease asset at the commencement of the lease term. The lease liability is measured at the present value of “fixed” rent payments, including escalations based on fixed rates, indexes and minimum guarantees that are fixed in substance and expected to be paid during the lease term. Discount rates applied to these expected fixed lease payments are based on the Port Authority’s incremental cost of borrowing at the commencement of the lease term. Lease terms range from 1 to 76 years. Discount rates applied to expected fixed lease payments for purposes of present valuing lease liabilities for all unexpired leases in effect during 2024 ranged from 0.57% to 5.79%. Renewal and termination options are included in the lease valuation if the option is reasonably certain of being exercised. Lease assets are measured at the amount of the initial measurement of the lease liability, plus any payments made at or before the commencement of the lease term that relate to future

Notes to Financial Statements
(continued)

periods and any ancillary costs to place the asset into service and are amortized on a straight-line basis over the lease term. The Port Authority continually monitors changes in circumstances that would require a remeasurement of a lease agreement.

A summary of changes in the lease liabilities follows:

Dec. 31, 2023	Additions	Amortization	Dec. 31, 2024*
		(In thousands)	
\$6,424,743	\$2,859	\$91,989	\$6,335,613
Dec. 31, 2022	Additions	Amortization	Dec. 31, 2023*
		(In thousands)	
\$6,497,812	\$14,558	\$87,627	\$6,424,743

* Lease liabilities exclude \$751 million at December 31, 2024 and \$768 million at December 31, 2023 of payables related to the Port Authority's leaseback of space in WTC Tower 4, which are netted against lease receivables due from the WTC Tower 4 net lessee, Silverstein Properties, Inc.

A summary of changes in the lease assets follows:

Dec. 31, 2023	Additions	Amortization	Dec. 31, 2024*
		(In thousands)	
\$6,943,174	\$2,859	\$173,918	\$6,772,115
Dec. 31, 2022	Additions	Amortization	Dec. 31, 2023*
		(In thousands)	
\$7,105,371	\$14,558	\$176,755	\$6,943,174

* Lease assets exclude \$683 million at December 31, 2024 and \$716 million at December 31, 2023 of lease assets related to the Port Authority's leaseback of space in WTC Tower 4, which are netted against deferred inflows of resources from the WTC Tower 4 net lessee, Silverstein Properties, Inc.

Notes to Financial Statements
(continued)

Future rent payments included in the measurement of the lease liabilities, including amortization follows:

Year ending December 31:	Amortization	Interest	Total
		(In thousands)	
2025	\$ 70,701	\$ 208,345	\$ 279,046
2026	94,564	205,305	299,869
2027	95,986	202,198	298,184
2028	97,801	199,084	296,885
2029	101,047	195,851	296,898
2030-2034	540,575	927,795	1,468,370
2035-2039	591,988	834,024	1,426,012
2040-2044	652,759	733,238	1,385,997
2045-2049	765,047	617,224	1,382,271
2050-2054	851,200	484,670	1,335,870
2055-2059	994,879	333,577	1,328,456
2060-2064	494,765	199,823	694,588
2065-2069	402,426	134,619	537,045
2070-2074	476,473	60,120	536,593
2075-2079	105,402	1,917	107,319
Total	\$ 6,335,613	\$ 5,337,790	\$ 11,673,403

Note: Amortization excludes \$751 million of payables related to the Port Authority's leaseback of space in WTC Tower 4 which are netted against receivables due from the WTC Tower 4 net lessee, Silverstein Properties, Inc.

Subscription-Based Information Technology Agreements (SBITAs)

A SBITA is defined as a contractual agreement that conveys control of SBITA vendor's software technology alone or in combination with tangible information technology capital assets to a third party as specified in the contract for a minimum contractual period of greater than one year. The Port Authority, as a third party utilizes certain SBITA enterprise wide through cloud computing arrangements, including Software as a Service (SaaS), Platforms as a Service (PaaS) and Infrastructure as a Service (IaaS).

In accordance with GASB Statement No. 96, the Port Authority recognizes a subscription-based liability (subscription liability) and a corresponding subscription-based right to use asset (subscription asset) at the commencement of the subscription term. The subscription liability is measured at the present value of "fixed" subscription payments payable during the remaining subscription term. Discount rates applied to these expected fixed subscription payments are based on the Port Authority's incremental cost of borrowing at the commencement of the subscription term. Subscription terms range from 1 to 5 years. Discount rates applied to expected fixed subscription payments in the 2024 and 2023 subscription liability valuations ranged from 1.56% to 5.02%. Renewal and termination options are included in the subscription valuation if the option is reasonably certain of being exercised. Subscription assets are measured at the date the subscription asset is placed into service, plus subscription payments made at or before the commencement of the subscription term that relate to future periods and any implementation costs needed to place the asset into service and are amortized on a straight-line basis over the subscription term. The Port Authority continually monitors changes in circumstances in SBITAs that would require remeasurement if it could materially affect the amount of the subscription liability and related subscription asset to be recognized.

Notes to Financial Statements
(continued)

A summary of changes in the subscription liabilities follows:

Dec. 31, 2023	Additions	Amortization	Dec. 31, 2024
		(In thousands)	
\$ 4,438	\$ 2,328	\$ 5,199	\$ 1,567
Dec. 31, 2022	Additions	Amortization	Dec. 31, 2023
		(In thousands)	
\$ 15,713	\$ —	\$ 11,275	\$ 4,438

A summary of changes in the subscription assets follows:

Dec. 31, 2023	Additions	Amortization	Dec. 31, 2024
		(In thousands)	
\$ 12,189	\$ 2,328	\$ 7,998	\$ 6,519
Dec. 31, 2022	Additions	Amortization	Dec. 31, 2023
		(In thousands)	
\$ 19,947	\$ —	\$ 7,758	\$ 12,189

Future subscription payments included in the measurement of the subscription liabilities, including amortization follows:

Year ending December 31:	Amortization	Interest	Total
		(In thousands)	
2025	\$ 760	\$ 52	\$ 812
2026	807	14	821
Total	\$ 1,567	\$ 66	\$ 1,633

Note H – Regional Facilities and Programs

At the request of the Governors of the States of New York and New Jersey, the Port Authority participates in certain programs that are deemed essential to the continued economic viability of the two states and the region. These programs, which are generally non-revenue producing to the Port Authority, are addressed by the Port Authority in its budget and business planning process in the context of the Port Authority's overall financial capacity. To the extent not otherwise associated with an existing Port Authority facility, these projects are effectuated through the certification of an additional Port Authority facility established solely for these purposes. The Port Authority does not expect to derive any revenues from regional development facilities and programs described below.

Regional Facilities

Regional Economic Development Program (certified in 1989) – This facility is comprised of up to \$400 million for certain transportation, economic development and infrastructure renewal projects. Funds allocated under this program have been fully allocated.

Notes to Financial Statements
(continued)

New York Transportation, Economic Development and Infrastructure Renewal Program (certified in 2002) – This facility was established to provide up to \$250 million for certain transportation, economic development and infrastructure renewal projects in the State of New York. All funds under this program have been fully allocated.

Regional Transportation Program (certified in 2002) – This facility was established in conjunction with a program to provide up to \$500 million for regional transportation initiatives. All funds under this program have been fully allocated.

Hudson-Raritan Estuary Resources Programs (certified in 2002 and 2014) – These facilities were established to acquire certain real property in the Port District area of the Hudson-Raritan Estuary for environmental enhancement/ancillary economic development purposes, in support of the Port Authority’s capital program. The cost of real property acquired under these programs is not to exceed \$120 million. As of December 31, 2024, approximately \$54 million has been allocated under these programs.

Meadowlands Passenger Rail Facility (certified in 2006) – This facility, which links New Jersey Transit’s (NJT) Pascack Valley Rail Line to the Meadowlands Sports Complex, encourages greater use of PATH service since NJT runs shuttle bus service at peak times to Hoboken. The improved level of passenger rail service provided by the facility also serves to ease traffic congestion on the Port Authority’s interstate tunnel and bridge crossings. The Port Authority is authorized to provide up to \$150 million toward the project’s capital costs. All funds under this program have been fully allocated.

Costs for these programs are deferred and amortized over the period benefited, up to a maximum of 15 years. The unamortized costs of the regional programs are as follows:

	Dec. 31, 2023	Project Expenditures	Amortization	Dec. 31, 2024
			(In thousands)	
Hudson-Raritan Estuary Resources Program	\$ 4,511	\$ —	\$ 1,924	\$ 2,587
New York Transportation, Economic Development and Infrastructure Renewal Program	1,892	—	299	1,593
Regional Economic Development Program	631	—	128	503
Regional Transportation Program	1,358	—	1,074	284
Meadowlands Passenger Rail Facility	37	—	37	—
Total unamortized costs of regional programs	\$ 8,429	\$ —	\$ 3,462	\$ 4,967

Interstate Transportation Network Programs

Moynihan Station Transportation Program (certified in 2017) – On September 26, 2016, the Board of Commissioners authorized the Executive Director, on behalf of the Port Authority to provide, at the request of the State of New York, a one-time financial contribution of \$150 million to the State of New York to advance the Moynihan Station Transportation Program, a project to redevelop the James A. Farley United States Post Office Building together with its Western Annex into a new transportation facility serving the New York and New Jersey region, to be known as Moynihan Station. Funds under this program have been fully allocated. See *Schedule F - Information on Capital Investment in Port Authority Facilities* for additional information on costs related to this program.

Notes to Financial Statements
(continued)

Gateway Early Work Program (Gateway Funding Facility) (certified in 2018) – On February 15, 2018, the Board of Commissioners certified: **i.)** up to \$35 million in funds authorized by the Board in March 2016; and, **ii.)** up to \$44 million in funds authorized by the Board in February 2018, for a total of \$79 million (collectively, the Gateway Funding Facility), as an additional facility of the Port Authority for purposes of funding capital expenditures in connection with the HTP. On June 27, 2024 the Board of Commissioners rescinded the February 15, 2018 facility certification and amounts previously paid to be accounted for on the books and records of the PATH rapid transit system as an intangible improvement. Accordingly, approximately \$75 million of cumulative capital costs incurred by the Gateway Funding Facility was transferred to HTP at PATH in 2024. See *Schedule F - Information on Capital Investment in Port Authority Facilities* for additional information on costs related to this program.

Note I - Pension Plans

Port Authority and PATH employees participate in different retirement plans, as described below.

Port Authority Employees

Generally, full-time employees of the Port Authority (but not its component units) are required to join one of two cost-sharing, multiple-employer defined benefit pension plans administered by the New York State Comptroller’s Office, the New York State and Local Employees' Retirement System (ERS) or the New York State and Local Police and Fire Retirement System (PFRS), collectively referred to as the New York State and Local Retirement System (NYSLRS). The New York State Constitution provides that membership in a pension plan or retirement system of the State or of a civil division thereof is a contractual relationship, the benefits of which may not be diminished or impaired.

NYSLRS Plan Benefits

Classes of employees covered under the NYSLRS range from Tiers 1–6. Date ranges determining tier membership follows:

Tier	ERS Membership		PFRS Membership	
	On or After:	Before:	On or After:	Before:
1	-	July 1, 1973	-	July 31, 1973
2	July 1, 1973	July 27, 1976	July 31, 1973	July 1, 2009
3	July 27, 1976	September 1, 1983	July 1, 2009	January 9, 2010
4	September 1, 1983	January 1, 2010	N/A	N/A
5	January 1, 2010	April 1, 2012	January 9, 2010	April 1, 2012
6	April 1, 2012	Present	April 1, 2012	Present

Members in Tiers 1–4 need five years of service to be 100% vested. In April 2022, new legislation was passed that reduced the number of years of service credit for Tier 5 and 6 members from ten years to five years. Therefore, all members are 100% vested when they reach five years of service credit.

Participating employers are required under the provisions of the New York State Retirement and Social Security Law (RSSL) to contribute to the NYSLRS at an actuarially determined rate adopted annually by the State Comptroller of New York. The average contribution rate for ERS for the fiscal years ended March 31, 2024 and March 31, 2023 was approximately 13.1% and 11.6% of payroll, respectively. The average

Notes to Financial Statements (continued)

contribution rate for PFRS for the fiscal years ended March 31, 2024 and March 31, 2023 was approximately 27.8% and 27.0% of payroll, respectively.

Generally, Tiers 3, 4, and 5 members must contribute 3% of their salary to the respective NYSLRS plans. As a result of Article 19 of the RSSL, eligible Tiers 3 and 4 employees, with a membership date on or after July 27, 1976, who have ten or more years of membership or credited service with the NYSLRS, are not required to contribute. Members cannot be required to begin making contributions or to make increased contributions beyond what was required when membership began. For Tier 6 members, the contribution rate varies from 3% to 6% depending on salary. Generally, Tiers 5 and 6 members are required to contribute for all years of service.

Benefits for each NYSLRS plan are established and may be amended under the provisions contained in the New York State RSSL.

Tier 1 members, with the exception of those retiring under special retirement plans, must be at least age 55 to be eligible to collect a retirement benefit. There is no minimum service requirement for Tier 1 members. Tier 2 members, with the exception of those retiring under special retirement plans, must have five years of service and be at least age 55 to be eligible to collect a retirement benefit. The age at which full benefits may be collected for Tier 1 is 55, and the full benefit age for Tier 2 is 62. Generally, the benefit for Tier 1 and Tier 2 members is 1.67% of final average salary for each year of service if the member retires with less than 20 years. If the member retires with 20 or more years of service, the benefit is 2% of final average salary for each year of service. Tier 2 members with five or more years of service can retire as early as age 55 with reduced benefits. Tier 2 members age 55 or older with 30 or more years of service can retire with no reduction in benefits. As a result of Article 19 of the RSSL, Tier 1 and Tier 2 members who worked continuously from April 1, 1999 through October 1, 2000 received an additional month of service credit for each year of credited service they have at retirement, up to a maximum of 24 additional months. Final average salary is the average of the wages earned in the three highest consecutive years of employment. For Tier 1 members who joined on or after June 17, 1971, each year used in the final average salary calculation is limited to no more than 20% greater than the previous year. For Tier 2 members, each year of final average salary is limited to no more than 20% greater than the average of the previous two years.

Tiers 3, 4 and 5 members, with the exception of those retiring under special retirement plans, must have five years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tiers 3, 4 and 5 is 62. Generally, the benefit for Tier 3, Tier 4 and Tier 5 members is 1.67% of final average salary for each year of service if the member retires with less than 20 years. If a member retires with between 20 and 30 years of service, the benefit is 2% of final average salary for each year of service. If a member retires with more than 30 years of service, an additional benefit of 1.5% of final average salary is applied for each year of service over 30 years. Tiers 3, 4 and 5 members with five or more years of service can retire as early as age 55 with reduced benefits. Tiers 3 and 4 members age 55 or older with 30 or more years of service can retire with no reduction in benefits. Final average salary is the average of the wages earned in the three highest consecutive years of employment. For ERS Tiers 3, 4 and 5 members, each year used in the final average salary calculation is limited to no more than 10% greater than the average of the previous two years. For PFRS Tier 5 (there are no Port Authority members enrolled in PFRS Tier 3), each year used in the final average salary calculation is limited to no more than 20% greater than the average of the previous two years.

Tier 6 members, with the exception of those retiring under special retirement plans, must have five years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tier 6 is 63 for ERS members and 62 for PFRS members. Generally, the benefit for Tier 6 members is 1.67% of final average salary for each year of service if the member retires with less than 20 years. If a member retires with 20 years of service, the benefit is 1.75% of final average salary for each year of service. If a member retires

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with more than 20 years of service, an additional benefit of 2% of final average salary is applied for each year of service over 20 years. Tier 6 members with ten or more years of service can retire as early as age 55 with reduced benefits. Final average salary is the average of the wages earned in the five highest consecutive years. For Tier 6 members, each year of final average salary is limited to no more than 10% of the average of the previous four years.

Certain Port Authority PFRS members belong to 25-Year Plans, which allow for retirement after 25 years of service with a benefit of one-half of final average salary or 20-Year Plans, which allow for retirement after 20 years of service with a benefit of one-half of final average salary.

Detailed information about the fiduciary net position and valuation methods related to ERS and PFRS can be found in the NYSLRS Annual Report as of and for the years ended March 31, 2024 and March 31, 2023, which is publicly available at the following web address: <https://www.osc.state.ny.us/files/retirement/resources/pdf/financial-statements-2024.pdf>.

NYSLRS – Net Pension Liabilities, Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources

NYSLRS Net Pension Liability - 2024 and 2023

GASB Statement No. 68, “Accounting and Financial Reporting for Pensions,” as amended, defines the Net Pension Liability (NPL) and the Net Pension Asset (NPA) as the difference between the Total Pension Liability (TPL) and the pension plan’s fiduciary net position determined as of a measurement date established by the employer. For purposes of measuring the NPL, the plan’s fiduciary net position has been determined on the same basis as it is reported for ERS and PFRS. Benefit payments are recognized when due and payable in accordance with the benefit terms and investments are measured at their fair value.

The Port Authority’s proportionate share of the NYSLRS plans’ NPLs totaled:

NPL	December 31, 2024	December 31, 2023
	(In thousands)	
ERS	\$ 207,151	\$ 299,457
PFRS	421,207	467,522
Total Net Pension Liability	\$ 628,358	\$ 766,979

The NPLs at December 31, 2024 and 2023 were measured as of March 31, 2024 and 2023, based on actuarial valuations as of April 1, 2023 and 2022, with update procedures used to roll forward the TPL to March 31, 2024 and 2023, respectively.

Port Authority contributions due NYSLRS for the period covering April 1, 2024 through March 31, 2025 totaling \$179.1 million, including \$69.7 million to ERS and \$109.4 million to PFRS, for purposes of satisfying the Port Authority’s proportionate share of the plans NPL were paid on February 3, 2025.

The Port Authority’s proportion of the NYSLRS plans’ NPL totaled:

	2024	2023
ERS	1.4%	1.4%
PFRS	8.9%	8.5%

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The Port Authority's proportionate share of the ERS and PFRS NPLs was actuarially determined based on the projection of the Port Authority's long-term share of contributions to each respective plan relative to the projected long-term contributions of all participating employers of each plan.

NYSLRS Pension Expense - 2024 and 2023

The Port Authority's proportionate share of the NYSLRS plans' actuarially determined pension expense totaled:

Pension Expense	2024	2023
	(In thousands)	
ERS	\$ 95,425	\$ 117,343
PFRS	154,549	152,349
Total Pension Expense	\$ 249,974	\$ 269,692

NYSLRS Deferred Inflows/Outflows of Resources - 2024 and 2023

GASB Statement No. 68, as amended, requires certain changes in the NPL to be recognized as deferred outflows of resources or deferred inflows of resources. Deferred outflows and deferred inflows of resources are amortized as either an increase (deferred outflows) or decrease (deferred inflows), to future years' pension expense, using a systematic and rational method over a closed period.

The Port Authority reported deferred outflows of resources and deferred inflows of resources related to NYSLRS from the following sources at December 31, 2024:

Deferred Outflows of Resources	December 31, 2024		
	ERS	PFRS	Total
	(In thousands)		
Differences between expected and actual experience	\$ 66,723	\$ 129,768	\$ 196,491
Changes in actuarial assumptions	78,319	158,880	237,199
Changes in proportion and differences between Port Authority contributions and proportionate share of contributions	9,889	32,279	42,168
Subtotal - Deferred Outflows of Resources	154,931	320,927	475,858
Port Authority contributions subsequent to the measurement date*	69,714	109,425	179,139
Total Deferred Outflows of Resources	\$ 224,645	\$ 430,352	\$ 654,997

Note: Port Authority contributions due NYSLRS for the period covering April 1, 2024 through March 31, 2025 totaling \$179.1 million, including \$69.7 million to ERS and \$109.4 million to PFRS, were paid on February 3, 2025.

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Deferred Inflows of Resources	December 31, 2024		
	ERS	PFRS	Total
		(In thousands)	
Differences between expected and actual experience	\$ 5,649	\$ —	\$ 5,649
Net difference between projected and actual earnings on pension plan investments	101,192	114,338	215,530
Changes in proportion and differences between Port Authority contributions and proportionate share of contributions	9,898	20,865	30,763
Total Deferred Inflows of Resources	\$ 116,739	\$ 135,203	\$ 251,942

The difference between reported deferred outflows of resources, excluding contributions made by the Port Authority after the measurement date, and deferred inflows of resources will be amortized as either an increase (deferred outflows) or decrease (deferred inflows) to future years' pension expense (benefit) as follows:

Year ending December 31:	ERS	PFRS	Total
		(In thousands)	
2025	\$ (37,761)	\$ (23,042)	\$ (60,803)
2026	37,066	133,816	170,882
2027	60,544	65,618	126,162
2028	(21,657)	(10,573)	(32,230)
2029	—	19,905	19,905
Total	\$ 38,192	\$ 185,724	\$ 223,916

The Port Authority reported deferred outflows of resources and deferred inflows of resources related to NYSLRS from the following sources at December 31, 2023:

Deferred Outflows of Resources	December 31, 2023		
	ERS	PFRS	Total
		(In thousands)	
Differences between expected and actual experience	\$ 31,895	\$ 45,696	\$ 77,591
Changes in actuarial assumptions	145,436	227,822	373,258
Net difference between projected and actual earnings on pension plan investments	—	827	827
Changes in proportion and differences between Port Authority contributions and proportionate share of contributions	17,551	37,314	54,865
Subtotal - Deferred Outflows of Resources	194,882	311,659	506,541
Port Authority contributions subsequent to the measurement date*	57,832	101,083	158,915
Total Deferred Outflows of Resources	\$ 252,714	\$ 412,742	\$ 665,456

Note: Port Authority contributions due NYSLRS for the period covering April 1, 2023 through March 31, 2024 totaling \$158.9 million, including \$57.8 million to ERS and \$101.1 million to PFRS, were paid on February 1, 2024.

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Deferred Inflows of Resources	December 31, 2023		
	ERS	PFRS	Total
		(In thousands)	
Differences between expected and actual experience	\$ 8,410	\$ —	\$ 8,410
Changes in actuarial assumptions	1,607	—	1,607
Net difference between projected and actual earnings on pension plan investments	1,759	—	1,759
Changes in proportion and differences between Port Authority contributions and proportionate share of contributions	14,560	25,280	39,840
Total Deferred Inflows of Resources	\$ 26,336	\$ 25,280	\$ 51,616

NYSLRS Actuarial Assumptions - 2024 and 2023

The TPL for each plan was determined using an actuarial valuation as of April 1, 2023 for fiscal year 2024 and April 1, 2022 for fiscal year 2023, with update procedures used to roll forward the TPL to the measurement dates of March 31, 2024 and March 31, 2023, respectively. These actuarial valuations used the following actuarial assumptions:

ERS	2024	2023
Investment rate of return	5.9% compounded annually, net of investment expenses, including inflation	5.9% compounded annually, net of investment expenses, including inflation
Salary scale	4.4%, indexed by service	4.4%, indexed by service
Inflation	2.9%	2.9%
Cost of living adjustment	1.5%	1.5%

PFRS	2024	2023
Investment rate of return	5.9% compounded annually, net of investment expenses, including inflation	5.9% compounded annually, net of investment expenses, including inflation
Salary scale	6.2%, indexed by service	6.2%, indexed by service
Inflation	2.9%	2.9%
Cost of living adjustment	1.5%	1.5%

Mortality rates for both fiscal years 2024 and 2023 actuarial valuation were based on the experience study for each plan for the period April 1, 2016, through March 31, 2021, with adjustments for mortality improvement based on the Society of Actuaries' Scale MP-2021.

The long-term expected rate of return on pension plan investments for each actuarial valuation for ERS and PFRS was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected return, net of investment expenses 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. The target allocation and best estimates of arithmetic real rates of return for each major asset class included in the

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determination of the investment rate of return for each actuarial valuation are summarized in the following table:

Asset Class	2024*		2023*	
	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	32%	4.00%	32%	4.30%
International equity	15%	6.65%	15%	6.85%
Private equity	10%	7.25%	10%	7.50%
Real estate	9%	4.60%	9%	4.60%
Opportunistic/Absolute return strategies**	3%	5.25%	3%	5.38%
Credit	4%	5.40%	4%	5.43%
Real assets	3%	5.79%	3%	5.84%
Fixed Income	23%	1.50%	23%	1.50%
Cash	1%	0.25%	1%	0.00%
Inflation-indexed bonds	0%	0.00%	0%	0.00%
Total	100%		100%	

* The real rate of return is net of the long-term inflation assumption of 2.9% in 2024 and 2.5% in 2023.

** Excludes equity-oriented and long-only funds. For investment management purposes, these funds are included in domestic equity and international equity, respectively.

NYSLRS Discount Rate Analysis - 2024 and 2023

The discount rate used to calculate the TPL for ERS and PFRS was 5.9% for 2024 and 2023. The projection of cash flows used to determine the discount rate assumes that employee contributions will be made at the current contribution rates and that employer contributions will be made at their contractually required rates, as actuarially determined.

Based upon these assumptions, the fiduciary net position was projected to be available to make all projected future benefit payments of current plan members for both ERS and PFRS. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the TPL for each plan.

The following tables present the Port Authority's proportionate share of the NPL/NPA for ERS and PFRS calculated for 2024 and 2023 using a discount rate that is 1 percentage point lower or 1 percentage point higher than the discount rate actually used.

	2024		
	1% Decrease (4.9%)	Discount Rate (5.9%)	1% Increase (6.9%)
(In thousands)			
ERS - Port Authority's proportionate share of the NPL/(NPA)	\$ 651,303	\$ 207,151	\$ (163,809)
PFRS - Port Authority's proportionate share of the NPL/(NPA)	984,461	421,207	(44,122)
Total	\$ 1,635,764	\$ 628,358	\$ (207,931)

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	1% Decrease (4.9%)	2023 Discount Rate (5.9%)	1% Increase (6.9%)
	(In thousands)		
ERS - Port Authority's proportionate share of the NPL/(NPA)	\$ 723,660	\$ 299,457	\$ (55,013)
PFRS - Port Authority's proportionate share of the NPL	974,572	467,522	47,655
Total	\$ 1,698,232	\$ 766,979	\$ (7,358)

Additional information related to the Port Authority's proportionate share of the NPL for ERS and PFRS and the Port Authority's contributions to ERS and PFRS can be found in the Required Supplementary Information (RSI) section of this report following the appended notes.

New York State Voluntary Defined Contribution Program (VDC)

Non-represented New York State public employees hired on or after July 1, 2013 with annual wages of \$75,000 or more are eligible to participate in the VDC by electing out of the ERS defined benefit pension plan. The VDC plan is administered by TIAA-CREF. System benefits and contribution requirements are established and may be amended under provisions of the RSSL.

An electing VDC employee contributes up to 6% of their annual gross wages with an additional employer contribution of 8% of the employee's annual gross wages.

As of December 31, 2024 and 2023, 416 and 395 employees, respectively, were enrolled in the VDC program. The following table shows employee and employer contributions (reported as pension expense):

	2024	2023
	(In thousands)	
Employer Contributions	\$ 4,300	\$ 3,811
Employee Contributions	3,207	2,842
Total	\$ 7,507	\$ 6,653

Port Authority Trans-Hudson Corporation (PATH) Employees

Federal Railroad Retirement Program

PATH employees are not eligible to participate in NYSLRS. In accordance with Federal Railroad Retirement legislation enacted in 1935, and amended thereafter, PATH represented and non-represented employees are members of a two-tiered Federal Railroad Retirement Program administered by the United States Railroad Retirement Board. The Federal Railroad Retirement Program is a cost-sharing defined benefit pension plan, providing benefits to employees of governmental and private sector railroad entities. Program benefits are established and may be amended by federal legislation. Under the Federal Railroad Retirement Program, employees are entitled to retirement benefits related to years of railroad service, age and salary. Survivor and disability benefits are also available to members based on program eligibility requirements. Vesting of benefits is determined after a set period of credited railroad service. Funding of the Federal Railroad Retirement Program is legislatively determined through the collection of employer and employee Railroad Retirement

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On August 22, 2013, the Port Authority established the PATH Exempt Employees Supplemental Pension Plan Trust with Wells Fargo Bank, N.A. as Trustee. As of December 31, 2024, no amounts have been deposited into the trust to fund future pension payments. In July 2019, Principal Financial Group (Principal) acquired Wells Fargo's Institutional Retirement & Trust business. Migration of the Trust to Principal was completed on February 22, 2022.

PATH Exempt Employee Supplemental Pension Plan – Total Pension Liability, Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources

PATH Exempt Employee Supplemental Pension Plan Total Pension Liability - 2024 and 2023

GASB Statement No. 68, as amended, defines the NPL as the difference between the TPL and the pension plan's fiduciary net position. As the Plan is unfunded and has no plan assets, the TPL and NPL are of equal amounts. Changes in the TPL from the previous measurement date are as follows:

Total Pension Liability	2024*	2023**
	(In thousands)	
Beginning Balance	\$ 101,958	\$ 121,653
Changes recognized for the fiscal year:		
Service cost	4,445	6,239
Interest on the total pension liability	3,871	2,593
Differences between expected and actual experience	(1,416)	(754)
Changes in assumptions	5,975	(23,699)
Benefit payments	(4,748)	(4,074)
Net change in TPL	8,127	(19,695)
TPL recognized at December 31	\$ 110,085	\$ 101,958

* The Plan's TPL reported at December 31, 2024 was measured as of January 1, 2024 based on an actuarial valuation as of the same date.

**The Plan's TPL reported at December 31, 2023 was measured as of January 1, 2023 based on an actuarial valuation as of the same date.

PATH Exempt Employee Supplemental Pension Plan Pension Expense - 2024 and 2023

Pension expense related to the Plan totaled:

	2024	2023
	(In thousands)	
Pension Expense	\$ 7,844	\$ 7,950

PATH Exempt Employee Supplemental Pension Plan Deferred Outflows/Inflows of Resources - 2024 and 2023

GASB Statement No. 68, as amended, requires certain changes in the TPL to be recognized as deferred outflows of resources or deferred inflows of resources. These deferred outflows and deferred inflows of resources are amortized as either an increase (deferred outflows) or decrease (deferred inflows) to future years' pension expense using a systematic and rational method over a closed period.

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At December 31, 2024 and December 31, 2023, the Port Authority reported deferred outflows of resources totaling:

Deferred Outflows of Resources	2024	2023
	(In thousands)	
Differences between actual and expected experience	\$ 496	\$ 1,175
Changes in actuarial assumptions	6,225	4,634
Subtotal - Deferred Outflows of Resources	6,721	5,809
Contributions subsequent to the measurement date*	4,662	4,748
Total Deferred Outflows of Resources	\$ 11,383	\$ 10,557

* Contributions made by Port Authority to the PATH Exempt Employee Supplemental Pension Plan after the measurement date to satisfy the pension plan's TPL, but before the end of the financial statement period for the employer, are recognized as deferred outflows of resources. These amounts will be recognized as a reduction to the TPL for the fiscal years ended December 31, 2024 and 2025, respectively.

At December 31, 2024 and December 31, 2023, the Port Authority reported deferred inflows of resources totaling:

Deferred Inflows of Resources	2024	2023
	(In thousands)	
Differences between actual and expected experience	\$ 1,542	\$ 593
Changes in actuarial assumptions	13,560	18,629
Total Deferred Inflows of Resources	\$ 15,102	\$ 19,222

The difference between reported deferred outflows of resources, excluding contributions made by the Port Authority after the measurement date, and deferred inflows of resources as of December 31, 2024 will be amortized as either an increase (deferred outflows) or decrease (deferred inflows) to future years' pension expense as follows:

Year ending December 31,	Total Amortization
	(In thousands)
2025	\$ (2,503)
2026	(3,961)
2027	(2,547)
2028	630
Total	\$ (8,381)

PATH Exempt Employee Supplemental Pension Plan Actuarial Assumptions- 2024 and 2023

The TPL measured as of January 1, 2024 and January 1, 2023, based on an actuarial valuation as of the same date was determined using the following actuarial assumptions:

	2024	2023
Inflation	2.30%	2.30%
Salary increases	4.25%	4.25%
Investment rate of return	N/A	N/A

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Actuarial assumptions used in the January 1, 2024 and 2023 valuations were based on the results of an actuarial experience study for the period of January 1, 2017 to January 1, 2022. Mortality rates used in the 2024 and 2023 valuations were based on Pub-2010 General Employees mortality table projected on a generational basis with Scale MP-2021 from 2010. Projections of benefits for financial reporting purposes are based on the terms of the Plan as described by PATH to participants and include the types of benefits provided at the time of each valuation.

As of the January 1, 2024 and January 1, 2023 valuation date, Plan participants comprised:

	2024	2023
Retired PATH Exempt Employees (or their beneficiaries)	129	126
Active PATH Exempt Employees	103	97
Terminated but vested employees who are not currently receiving benefits	11	14
Total participants	243	237

PATH Exempt Employee Supplemental Pension Plan Discount Rate Analysis- 2024 and 2023

As the Plan is unfunded, the discount rate used in the actuarial valuation is based on the 20-year municipal Bond Buyer Index for general obligations which equaled 3.26% as of the January 1, 2024 measurement date and 3.72% as of the January 1, 2023 measurement date.

The following tables present the 2024 and 2023 Plan's TPL calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the discount rate actually used.

	2024		
	1% Decrease (2.26%)	Discount Rate (3.26%)	1% Increase (4.26%)
	(In thousands)		
Total Pension Liability	\$ 125,034	\$ 110,085	\$ 97,716

	2023		
	1% Decrease (1.06%)	Discount Rate (2.06%)	1% Increase (3.06%)
	(In thousands)		
Total Pension Liability	\$ 115,320	\$ 101,958	\$ 90,854

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Total Pension Expense

Pension expense related to Port Authority and PATH employees' totaled:

	2024	2023
NYSLRS - ERS	\$ 95,425	\$ 117,343
NYSLRS - PFRS	154,549	152,349
NYSLRS - VDC Program	4,346	3,841
PATH - Federal Railroad Retirement Program Tier I and Tier II Taxes	27,429	28,093
PATH - Represented Employees Supplemental Plan Defined Contributions	8,874	8,584
PATH - Non-represented Employees Supplemental Plan	7,844	7,950
Total Pension Expense	\$ 298,467	\$ 318,160

Note J – Other Postemployment Benefits (OPEB)

Plan Description and Organization

The Port Authority and PATH, pursuant to Board of Commissioners action or as contemplated thereby, administer a single-employer healthcare plan (the Plan) that provides certain group health care, prescription, dental, vision and term life insurance benefits to eligible retired employees of the Port Authority and PATH (includes eligible dependents and survivors of retired employees). These benefits are often referred to as OPEB. Benefits are provided through a third-party insurer. Benefits are paid: *a)* directly by the Port Authority or PATH from available operating funds; *b)* by insurance companies on the basis of premiums paid by the Port Authority or PATH with or without employee contributions; or, *c)* from a dedicated trust established for such purposes. The Port Authority and PATH also reimburse eligible retirees and dependents for the cost of certain Medicare premiums.

Participants in the Plan at January 1st consisted of the following:

	2024	2023
Retirees and surviving spouses currently receiving benefits	8,685	8,518
Covered spouses of retired employees receiving benefits	4,579	4,632
Active employees plan participants	7,754	7,289
Total plan members	21,018	20,439

Contributions toward OPEB costs are required of certain non-represented and represented participants. In 2019, certain Plan provisions relating to represented employees' contributions toward OPEB were changed due to the amendment of certain collective bargaining agreements. Retiree contributions are dependent on a number of factors including type of benefit, hire date, years of service, pension earnings and retirement date.

On December 14, 2006, the Port Authority on behalf of itself and its component unit, PATH, established The Port Authority of New York and New Jersey Retiree Health Benefits Trust (the Trust) for the exclusive benefit of eligible retired employees of the Port Authority and PATH and the eligible dependents of such retired employees to facilitate all or part of the funding for OPEB benefits, which are provided through the Plan.

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Employer contributions in relation to the Trust include advance funding of the Trust as well as pay-as-you-go benefit payments that are made to or on behalf of OPEB plan members or their beneficiaries from available Port Authority operating funds. The Port Authority is not required by law to provide funding for its OPEB obligations, other than the pay-as-you-go amount necessary to provide current benefits to eligible retired employees and the eligible dependents of such retired employees. No advanced funding contributions were made to the Trust in 2024 or 2023. In 2024, all of the year's benefits were paid out of the Port Authority's operating fund. In 2023, \$201 million of the year's benefits were paid from available Port Authority operating funds and \$20 million were paid from Trust funds.

Net OPEB Liabilities, OPEB Expense, Deferred Outflows of Resources and Deferred Inflows of Resources

GASB Statement No. 75, "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions," (GASB Statement No. 75) defines the Net OPEB Liability (NOL) as the liability of employers and non-employer contributing entities to employees for benefits provided through a defined benefit OPEB plan that is administered through a trust that meets the criteria in paragraph 4 of GASB Statement No. 75. For purposes of measuring the NOL, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Trust and additions to/ deductions from the Trust's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, the Plan recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net OPEB Liability – 2024 and 2023

	Total OPEB Liability (a)	The Trust Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
		(In thousands)	
Balance at December 31, 2023	\$ 4,325,439	\$ 1,659,830	\$ 2,665,609
Changes Increase/(Decrease) for the year:			
Service cost	91,689	—	91,689
Interest cost on the total OPEB liability	284,118	—	284,118
Differences between expected and actual experience	16,998	—	16,998
Changes in assumptions	437,369	—	437,369
Benefit payments*	(228,251)	(228,251)	—
Contributions-employer	—	228,251	(228,251)
Net investment income	—	172,212	(172,212)
Administrative expenses	—	(101)	101
Increase	601,923	172,111	429,812
Balance at December 31, 2024	\$ 4,927,362	\$ 1,831,941	\$ 3,095,421

* 2024 benefit payment includes \$228 million from available Port Authority operating funds.

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	Total OPEB Liability (a)	The Trust Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
	(In thousands)		
Balance at December 31, 2022	\$ 3,750,418	\$ 1,467,878	\$ 2,282,540
Changes Increase/(Decrease) for the year:			
Service cost	84,179	—	84,179
Interest cost on the total OPEB liability	245,921	—	245,921
Changes in benefit terms	(207)	—	(207)
Differences between expected and actual experience	123,420	—	123,420
Changes in assumptions	342,269	—	342,269
Benefit payments*	(220,561)	(220,561)	—
Contributions-employer	—	200,832	(200,832)
Net investment income	—	211,782	(211,782)
Administrative expenses	—	(101)	101
Increase	575,021	191,952	383,069
Balance at December 31, 2023	\$ 4,325,439	\$ 1,659,830	\$ 2,665,609

* 2023 benefit payment includes \$201 million from available Port Authority operating funds and \$20 million paid from the Trust.

The discount rate used to measure the total OPEB liability as of December 31, 2024 and 2023 was 6.6%. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability. The assumed contributions are based on the Port Authority paying current year benefit payments outside of the trust starting in 2023 and by 2027, recommencing their advance funding of the trust at least equal to the minimum amount projected to ensure the trust can fully pay all future benefit payments. In January and February 2023, the Port Authority re-commenced funding current year benefit payments with available operating funds. Further, the Port Authority continually evaluates the need to make additional contributions in order for the trust to be fully funded in the future.

The following presents the NOL of the Port Authority, as well as what the Port Authority's NOL would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current discount rate for the year ending December 31:

	<u>2024</u>				<u>2023</u>	
	1% Decrease (5.6%)	Discount Rate (6.6%)	1% Increase (7.6%)	1% Decrease (5.6%)	Discount Rate (6.6%)	1% Increase (7.6%)
	(In thousands)					
Net OPEB Liability	\$3,791,059	\$3,095,421	\$2,528,633	\$3,277,939	\$2,665,609	\$2,167,333

Notes to Financial Statements
(continued)

The following presents the NOL of the Port Authority, as well as what the Port Authority's NOL would be if it were calculated using healthcare cost trend rates that are 1 percentage point lower or 1 percentage point higher than the healthcare cost trend rates used in the January 1 actuarial valuation disclosed above:

	1% Decrease	2024 Healthcare Cost Trend Rate	1% Increase	1% Decrease	2023 Healthcare Cost Trend Rate	1% Increase
	(In thousands)					
Net OPEB Liability	\$2,511,008	\$3,095,421	\$3,826,330	\$2,157,190	\$2,665,609	\$3,301,719

OPEB Expense

OPEB expense related to the Plan totaled \$483 million in 2024 and \$365 million in 2023.

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

At December 31, 2024 and 2023, the Port Authority reported deferred outflows of resources related to OPEB from the following sources:

Deferred Outflows of Resources	2024	2023
	(In thousands)	
Changes in actuarial assumptions	\$ 871,014	\$ 649,556
Net difference between projected and actual earnings on OPEB plan investments	31,215	101,553
Differences between actual and expected experience	171,781	224,013
Total Deferred Outflows of Resources	\$ 1,074,010	\$ 975,122

At December 31, 2024 and 2023, the Port Authority reported deferred inflows of resources related to OPEB from the following sources:

Deferred Inflows of Resources	2024	2023
	(In thousands)	
Changes in actuarial assumptions	\$ 31,900	\$ 110,034
Net difference between projected and actual earnings on OPEB plan investments	2,405	—
Total Deferred Inflows of Resources	\$ 34,305	\$ 110,034

Notes to Financial Statements
(continued)

The difference between reported deferred outflows of resources and deferred inflows of resources related to OPEB will be amortized as either an increase (deferred outflows) or decrease (deferred inflows) to future year's OPEB expense over a closed period, as follows:

Year ending December 31,	Total Amortization
	(In thousands)
2025	\$ 270,076
2026	307,026
2027	173,875
2028	124,788
2029	116,470
Thereafter	47,471
Total	\$ 1,039,706

Actuarial Methods and Assumptions

The actuarially determined valuation of OPEB is reviewed annually for the purpose of estimating the present value of postemployment benefits earned by plan participants as of the valuation. Projections of benefits for financial reporting purposes are based on the benefit plans as described by the Port Authority and PATH to participants, and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities, consistent with the long-term perspective of the calculations.

Actuarial valuations of an ongoing plan involve estimates and assumptions about the probability of occurrence of events far into the future, including future employment with a salary scale at a rate of 3% per year, mortality, and healthcare cost trends. Actuarially determined amounts are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

The Port Authority's total OPEB liabilities were measured as of December 31, 2024 and 2023 based on actuarial valuations as of January 1, 2024 and 2023 with update procedures used to roll forward the total OPEB liability to the measurement date. The actuarial assumptions used in these valuations were based on the results of an actuarial experience study for the period January 1, 2017 to January 1, 2022. Mortality rates for the January 2024 and 2023 actuarial valuations were based on the PUB-2010 Safety Classification headcount-weighted table projected generationally with Scale MP- 2021 from the central year for Port Authority Police employees and PUB-2010 General Classification headcount-weighted table projected generationally with Scale MP-2021 from the central year for civilian employees, for years 2024 and 2023, respectively.

The entry age normal cost method based on a level percentage of pay was used in both actuarial valuations of the Port Authority and PATH OPEB obligation for all participants. The total OPEB liability was determined

Notes to Financial Statements
(continued)

using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified.

	2024	2023
Inflation	2.30%	2.30%
Salary increases	4.47%	4.47%
Discount rate *	6.60%	6.60%
Medical healthcare cost trend rates (Pre-65 year old participant)**	8.00%	6.75%
Medical healthcare cost trend rates (Post-65 year old participant)**	7.00%	5.75%
Pharmacy benefit cost trend rate (Pre-65 year old participant)***	13.00%	7.75%
Pharmacy benefit cost trend rate (Post-65 year old participant)***	12.00%	7.75%
Dental benefit cost trend rate	3.00%	3.00%
Employer Group Waiver Plan savings	11.00%	3.00%
Medicare Part B	5.00%	5.00%

* Represents the expected long-term rate of return on investments expected to be used for the payment of benefits

** Declining to an ultimate medical healthcare cost trend rate of 4.5% in 2035 (including inflation factors of 2.3% for 2024 and 2023).

*** Decreasing to 4.5% in 2035

The long-term expected rate of return on OPEB plan investments was 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 the target asset allocation as of December 31 is summarized in the following table:

Asset Class	Target Asset Allocation		Long-Term Expected Real Rate of Return*	
	2024	2023	2024	2023
	Domestic Equity	33%	33%	4.9%
International Equity	21%	21%	4.6%	5.2%
Real Estate Investment Trust	6%	6%	4.7%	4.3%
Fixed Income	40%	40%	2.7%	1.7%

* The long-term expected real rate of return is net of the long-term inflation assumption of 2.3% in 2024 and 2023.

Note K– Commitments and Certain Charges to Operations

1. Approval of a budget by the Board of Commissioners does not in itself authorize any specific expenditures, which are authorized from time to time by or as contemplated by other actions by the Board of Commissioners of the Port Authority consistent with statutory, contractual and other commitments of the Port Authority, including agreements with the holders of its obligations.
2. At December 31, 2024, the Port Authority had entered into various construction contracts totaling approximately \$3.5 billion, which are expected to be completed within the next three years.

Notes to Financial Statements
(continued)

3. Other amounts receivable, net recognized on the Statements of Net Position at December 31, 2024, is comprised of the following:

	Dec. 31, 2023	Additions	Deductions	Dec. 31, 2024
	(In thousands)			
Long-term receivables from tenants	\$ 74,521	\$ 18,881	\$ 21,433	\$ 71,969
Deferred amounts due from WTC Tower 4 and WTC Tower 3 net lessees	46,738	1,469	—	48,207
Amounts due – Goethals Bridge Replacement Bridge Developer	28,238	—	—	28,238
Other receivables	8,877	—	—	8,877
Tower 4 Liberty Bonds debt service	6,374	32,517	32,519	6,372
Total other amounts receivable, net	\$ 164,748	\$ 52,867	\$ 53,952	\$ 163,663

4. The 2024 balance of Other noncurrent liabilities consists of the following:

	Dec. 31, 2023	Additions	Deductions	Dec. 31, 2024
	(In thousands)			
Self-Insured Public Liability Claims	\$ 68,812	\$ 19,906	\$ 13,762	\$ 74,956
Self-Insured Workers' Compensation Claims	90,641	28,244	23,584	95,301
Other payables	76,123	751	56	76,818
Pollution remediation obligation	29,665	4,256	9,302	24,619
Asset forfeiture program	27,248	1,770	1,367	27,651
Reinsurance premium payable	7,982	14,019	22,001	—
Surety and security deposits	4,425	66	188	4,303
WTC Joint Venture Returns	16,130	—	—	16,130
Deferred Gain/Loss on NLCC	4,761	—	—	4,761
GASB Statement No. 96 SBITA liabilities	4,477	1,567	4,477	1,567
Total Liabilities	330,264	70,579	74,737	326,106
Less: Current workers' compensation liability	20,869			20,444
Current GASB Statement No. 96 SBITA liabilities	4,477			760
Total Other non-current liabilities	\$ 304,918			\$ 304,902

5. In accordance with GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, an operating expense provision and corresponding liability measured at its current value using the expected cash flow method is recognized when an obligating event occurs. In 2024, the Port Authority recognized an additional \$4.3 million in pollution remediation obligations, primarily related to asbestos abatement at certain Aviation facilities and Marine Terminals. Cumulative operating expense remediation provisions through December 31, 2024 totaled \$132.9 million, net of \$2.1 million in recoveries.

As of December 31, 2024, the outstanding pollution remediation liability totaled \$24.6 million, primarily consisting of future remediation activities associated with asbestos removal, lead based paint abatement, groundwater contamination, and soil contamination at Port Authority facilities.

Note L – Information with Respect to the Redevelopment of the World Trade Center Campus

Conceptual Framework for the Redevelopment of the Office, Retail and Other Components of the World Trade Center

The terms of the original July 2001 net leases established both an obligation and concomitant right for the net lessees, at their sole cost and expense, to restore their net leased premises following a casualty whether or not the damage is covered by insurance proceeds in accordance, to the extent feasible, prudent and commercially reasonable, with the plans and specifications as they existed before the casualty or as otherwise agreed to with the Port Authority.

The redevelopment of the WTC site has proceeded pursuant to The World Trade Center Memorial and Cultural General Project Plan adopted in 2004 and amended in 2007 and 2022 (GPP) by Lower Manhattan Development Corporation (LMDC) which provides for approximately 10 million square feet of above-grade office space with associated storage, mechanical, loading, below-grade parking, and other nonoffice space, and was planned to consist of up to five office towers (one of which may instead be a multiuse building, including residential space at a mix of market and affordable rents), space for retail businesses, the World Trade Center Transportation Hub, a memorial and interpretive museum, The St. Nicholas Greek Orthodox Church and National Shrine, The Performing Arts Center at the World Trade Center (now doing business as the “Perelman Performing Arts Center”) and certain related infrastructure. A December 2010 World Trade Center Amended MDA, among the Port Authority, PATH, 1 WTC LLC, WTC Retail LLC, and the Silverstein net lessees, sets forth the respective rights and obligations of the parties thereto with respect to construction on the WTC site, including the allocation of construction responsibilities and costs between the parties to the MDA.

One World Trade Center

On June 13, 2011, the Port Authority and The Durst Organization (Durst) through entities formed by such parties entered into various agreements in connection with the establishment of a joint venture with respect to the construction, financing, leasing, management and operation of One World Trade Center. Pursuant to the 2011 joint venture agreement between the Port Authority and Durst, the parties have calculated that Durst’s equity percentage interests in the joint venture, effective 2025, is 15.07%. This calculation is based on Durst’s 2011 initial capital contribution of \$100 million, other noncash contributions, and the 2020 stabilized net operating income of the building. One World Trade Center contains 3.0 million square feet of space, comprised of commercial office space and an indoor observation deck. As of December 31, 2024, WTC Tower 1 LLC (the current net lessee of One World Trade Center) has leased: (i) approximately 2.8 million square feet of office space at One World Trade Center, representing approximately 94% of the leasable office space; (ii) certain portions of the One World Trade Center rooftop, together with ancillary space, for a broadcasting and communications facility; and, (iii) the 100th through 102nd floors of One World Trade Center under a lease to Legends OWO, LLC for an observation deck, which opened to the public in 2015.

World Trade Center Tower 2

The MDA requires the Tower 2 Silverstein net lessee to complete subgrade and foundation work for Tower 2, which has been substantially completed by the Port Authority as part of the overall site improvements shared by all of the World Trade Center tenants. Upon closing of any future construction financing and commencement of above-grade construction of Tower 2, the Tower 2 Silverstein net lessee will be required to reimburse the Port Authority for the Tower 2 Silverstein net lessee’s allocated costs for the subgrade and foundation work funded by the Port Authority at the site. Under the Tower 2 net lease, ground rent is payable

by the Tower 2 Silverstein net lessee upon the earlier of: (i) commencement of construction of Tower 2; and, (ii) December 2022, whether or not construction has commenced. As of December 2022, construction of Tower 2 had not commenced and the Port Authority asserts that ground rent is now due under the terms of the Tower 2 net lease. Silverstein Properties has not yet made payment thereof and has requested additional time to arrange financing before beginning to pay ground rent. Ground rent for the site until the commencement of construction is approximately \$2.5 million per month, reducing to approximately \$1.3 million per month when construction begins.

World Trade Center Tower 3

To assist the Silverstein net lessee of Tower 3 in the construction of the Tower 3 office tower following satisfaction of certain private real estate and capital markets triggers, the Port Authority entered into a Tower 3 Tenant Support Agreement in 2010 (as subsequently amended in 2014, the “Tower 3 Tenant Support Agreement”). Under the Tower 3 Tenant Support Agreement, the Port Authority, together with New York State and New York City, was required to provide up to \$600 million in overall support, comprised of: (x) \$210 million for the construction of Tower 3 (paid for as a landlord capital improvement) and (y) backstop funding of \$390 million for construction overruns and certain leasing cost overruns, operating expense deficits and certain leasing cost overruns (provided as a rent deferral under the Tower 3 net lease), and senior debt service shortfalls (which would be paid by the Port Authority if necessary in the future, as a special limited co-obligor on the senior debt issued for Tower 3), with such senior debt service shortfalls payable as a special obligation of the Port Authority, subject in each case to the overall limit of \$390 million for the backstop (see *Note E- General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)* for additional information related to the payment of special obligations of the Port Authority). The State of New York and the City of New York have each agreed to reimburse the Port Authority for up to \$200 million of the \$600 million provided under the Tower 3 Tenant Support Agreement for a combined reimbursement to the Port Authority from the State of New York and the City of New York of up to \$400 million. To date, the Port Authority has applied \$84.5 million of the \$93.4 million received from the State of New York as a capital contribution for the partial reimbursement of the \$210 million landlord capital improvement the Port Authority made in December 2014 toward the construction of Tower 3 and for Tower 3 backstop funding. In addition, under a Public Support Agreement with the City of New York, the Port Authority will receive \$130 million plus accrued interest in WTC PILOT credits as reimbursement for the remaining share of the Port Authority’s landlord capital improvement. WTC payments in lieu of taxes (PILOT) credits from City of New York commenced in July 2019.

Under the Tower 3 Support Agreement, the Tower 3 Silverstein net lessee is responsible for the repayment of any outstanding balance of the \$390 million backstop on a subordinated basis, without interest, from Tower 3 revenues, upon termination of the Tower 3 Support Agreement. All repayments of the Tower 3 backstop received by the Port Authority would be distributed among the Port Authority, the State of New York and the City of New York in accordance with their respective shares of the \$390 million backstop payments. As security for such repayment, the Tower 3 Silverstein net lessee, the Port Authority and a third-party banking institution entered into an account control agreement directing revenues derived from the operation of Tower 3 to be deposited into a segregated lockbox account and administered and disbursed by the banking institution in accordance with the Tower 3 Support Agreement. To provide additional security to the Port Authority, the Tower 3 Silverstein net lessee assigned to the Port Authority various contracts in connection with the development and construction of Tower 3, together with all licenses, permits, approvals, easements and other rights of the Tower 3 Silverstein net lessee, granted a first priority pledge of all of the ownership interests in the Tower 3 Silverstein net lessee to the Port Authority and granted a subordinated mortgage on the leasehold interest created under the Tower 3 net lease. The Tower 3 net lessee exercised its right to defer certain Tower 3 net lease rent payments due the Port Authority effective November 2017.

Notes to Financial Statements (continued)

As of December 31, 2024, deferred rent due from the Tower 3 net lessee totaled approximately \$48.2 million. As of December 31, 2024, the Silverstein Tower 3 net lessee has repaid the approximately \$9.0 million in senior debt service shortfalls previously provided under the WTC Tower 3 Tenant Support Agreement.

Tower 3 was substantially completed in March 2018, and officially opened on June 11, 2018. As of December 31, 2024, 87% of leasable office space has been leased to tenants.

World Trade Center Tower 4

In December 2010, the Port Authority, as tenant, entered into a lease with the Tower 4 Silverstein net lessee, as landlord, for approximately 600,000 square feet of office space for use as the Port Authority's executive offices with an initial term of 30 years and four 5-year renewal options. In November 2014, such space lease was amended to provide for the surrender by the Port Authority of two floors to the Tower 4 Silverstein net lessee. Tower 4 was substantially completed in October 2013. As of December 31, 2024, approximately 92% of the leasable office space has been leased to tenants.

Also, in December 2010, the Port Authority entered into certain agreements with the Silverstein net lessee of Tower 4, providing for the Port Authority's support for the construction of Tower 4 (the Tower 4 Support Agreements) by participating in the November 15, 2011 financing for Tower 4 (Debt Service Obligations) and providing additional rent deferrals and other concessions (Tenant Support). In particular, the Port Authority agreed to become a co-borrower/obligor for the Tower 4 Liberty Bonds which were issued on November 15, 2011, in the aggregate principal amount of approximately \$1.2 billion, by the New York Liberty Development Corporation to finance construction and development of WTC Tower 4. On September 14, 2021, the New York Liberty Development Corporation issued Series 2021A bonds for approximately \$1.2 billion and Series 2012B bonds for approximately \$11.4 million to cover issuance costs, to refinance the original Tower 4 Liberty Bonds to achieve interest rate savings, with the material terms of the original November 2011 Tower 4 financing remaining unchanged, including the Port Authority remaining a co-borrower/obligor for the refunding bonds (the original November 2011 Tower 4 financing and the September 2021 refinancing are hereafter referred to herein, interchangeably, as the Tower 4 Liberty Bonds).

The Port Authority's payment of debt service on the Tower 4 Liberty Bonds is a special obligation of the Port Authority, evidenced by a separate Tower 4 Bond Payment Agreement between the Port Authority and the Tower 4 Liberty Bond trustee (see *Note E - General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)* for additional information related to the payment of special obligations of the Port Authority).

Originally, the Silverstein net lessee of Tower 4 had the right to defer payment of net lease rent payable to the Port Authority under the Tower 4 net lease, to provide cash flow to pay certain operating expense deficits, certain capital expenditures upon completion of Tower 4 and a limited amount of construction and leasing cost overruns. The Tower 4 net lessee exercised its right to defer certain Tower 4 net lease rent payments due the Port Authority effective November 2016. As of December 31, 2024, no deferred rent was due from the Tower 4 net lessee. The Debt Service Obligations are required to be reimbursed or paid to the Port Authority from Tower 4 cash flow, with interest at a rate of 7.5% annum until paid.

The Tower 4 Silverstein net lessee informed the Port Authority in 2022 that, in accordance with the Tower 4 Support Agreements, it had achieved the debt service coverage threshold which would allow it to terminate the Port Authority's Tenant Support obligations in return for terminating certain account control lockboxes for Tower 4. The termination, which has now been effectuated, resulted in the repayment \$50.7 million of Tower 4 deferred rent plus accrued interest to the Port Authority. Surplus revenues held in a Tower 4

Notes to Financial Statements (continued)

operating account for the benefit of the Port Authority were transferred to a similar account for Tower 3 to cover deferred amounts due to the Port Authority on account of its support for Tower 3. The termination of the Tenant Support obligations did not affect the Port Authority's Debt Service Obligations or the pledge of rents and the leasehold mortgage which serve as security therefor.

The World Trade Center Transportation Hub

On July 28, 2005, the Board of Commissioners of the Port Authority authorized the WTC Transportation Hub project for the construction of a transportation hub and permanent PATH terminal. Construction commenced on September 6, 2005. On October 18, 2012, the Board of Commissioners reauthorized the WTC Transportation Hub project at an estimated total project cost range of approximately \$3.74 billion to \$3.995 billion. The Port Authority reached the maximum funding amount of \$2.872 billion from the FTA toward the construction of the WTC Transportation Hub in 2017. On March 3, 2016, the World Trade Center Transportation Hub Oculus and underground pedestrian connections to certain mass transit lines opened to the public and on August 16, 2016, the retail portions opened to the public.

World Trade Center Infrastructure Projects

In addition to the WTC Transportation Hub, the Port Authority continues to construct various WTC site infrastructure projects toward full buildout of the WTC site. In 2014, certain portions of these infrastructure projects, including portions of the vehicular security center for cars and delivery vehicles to access subgrade loading facilities became operational to support commercial operations and development throughout the WTC site. Other WTC infrastructure projects include street configurations, utilities, a central chiller plant and related electrical distribution systems that support operations of the WTC site.

World Trade Center Retail

Through a series of transactions between the Port Authority and a single-purpose entity formed by an affiliate of Westfield America, Inc., which was acquired by Unibail-Rodamco-Westfield SE (formerly Unibail-Rodamco SE) in June 2018 (such entity, together with its Westfield predecessor, (URW)), the Port Authority has been involved in the planning and construction of the retail components of the World Trade Center. A URW entity has net leased the retail premises from the Port Authority for an upfront payment and a nominal annual amount. The Port Authority continues to be responsible for the construction of additional retail premises at other locations on the World Trade Center site and is obligated to fund the remaining project costs for their construction. Upon completion and lease up of such additional retail premises, the Port Authority expects to receive additional payments for the fair value of such additional retail space, to be determined according to the methodology specified in the agreement with URW, which is not expected to fully compensate the Port Authority for the cost of construction.

As of December 31, 2024, including Westfield's 2012 initial joint venture membership capital contribution of \$100 million, the Port Authority has received \$897 million for the transfer of its interests in the WTC retail joint venture to URW, which is recognized under GASB Statement No. 87 as a deferred inflow of resources related to leases and is being amortized over the remaining term of the net lease.

WTC Memorial and Museum, The St. Nicholas Greek Orthodox Church and National Shrine, and The Perelman Performing Arts Center at the World Trade Center

The Port Authority does not have any responsibility for the operation and maintenance of the WTC Memorial and Museum, The St. Nicholas Greek Orthodox Church and National Shrine, or The Perelman Performing Arts Center at the World Trade Center. The WTC Memorial Plaza opened for public access on September 11,

Notes to Financial Statements (continued)

2011 and the Museum opened to the public on May 21, 2014. The St. Nicholas Greek Orthodox Church and National Shrine opened to the public in December 2022 and The Perelman Performing Arts Center at the World Trade Center, opened to the public in September 2023.

Note M – Risk Financing Activities

The Port Authority carries insurance or requires insurance to be carried (if available) on or in connection with its facilities and those under construction to protect against direct physical loss or damage and resulting loss of revenue and against liability in such amounts as it deems appropriate, considering deductibles, retentions, and exceptions or exclusions of portions of facilities and the scope of insurable hazards. A portion of the insurance under the programs described below is provided by the Port Authority's captive insurer, PAICE (see "Port Authority Insurance Captive Entity, LLC" in this Section). Most policies are renewed annually and therefore will expire during the calendar year.

Property Damage and Loss of Revenue Insurance Program

The property damage and loss of revenue insurance program on Port Authority facilities (which was renewed effective June 1, 2024 and expires on June 1, 2025) covers all Port Authority facilities, excluding the World Trade Center (except for the area of the PATH station inside the fare zone). Portions of the property damage and loss of revenue insurance program on the Port Authority facilities are insured through PAICE and largely reinsured through commercial reinsurers.

Property damage and loss of revenue insurance on the operating portions of the World Trade Center¹ and related infrastructure is provided in a separate program (which was renewed effective June 1, 2024 and expires on June 1, 2025). Portions of the property damage and loss of revenue insurance on the operating portions of the World Trade Center¹ are insured through PAICE and partially reinsured through commercial reinsurers.

The Port Authority also purchased property terrorism insurance with respect to all Port Authority facilities for a two-year term, effective June 1, 2023. The terrorism coverage is insured through PAICE and reinsured through the Terrorism Risk Insurance Program Reauthorization Act of 2019 (TRIPRA)² and commercial reinsurers.

Public Liability Insurance Programs

The Port Authority's public liability insurance programs (which were renewed effective October 27, 2024 and expires October 27, 2025) include general liability and workers' compensation coverage for Port Authority facilities and components of the World Trade Center and insurance for aviation war risk for aviation facilities.

Terrorism liability insurance with respect thereto is insured through PAICE and reinsured through TRIPRA and commercial reinsurers. The terrorism liability insurance policy was renewed effective October 27, 2023 and expires October 27, 2025.

¹ The Port Authority's insurance programs do not provide coverage for World Trade Center Towers 2, 3, 4 (except for the Port Authority's Tower 4 leased space), Tower 5, the World Trade Center Memorial/Museum, the St. Nicholas Greek Orthodox Church and National Shrine, the Perelman Performing Arts Center at the World Trade Center and the net leased retail components (except for certain retail infrastructure) of the World Trade Center site. Coverage for these assets is the responsibility of the net lessees.

² Under TRIPRA, the formula provides that the federal government generally reinsures 80% of certified terrorism losses subject to aggregate industry insured losses of at least \$200 million and a 20% insurance carrier/captive deductible, in an amount not to exceed an annual cap on all such losses payable under TRIPRA of \$100 billion. In the event of a certified act of terrorism, the law allows the United States Treasury to recoup 140% of the amount of federal payments for insured losses during that calendar year.

The Port Authority also carries terrorism and/or malicious acts insurance for losses to property and liability resulting from nuclear, chemical, biological, or radiological material for all Port Authority facilities. The program is insured through a combination of PAICE, commercial reinsurers and TRIPRA and was renewed effective October 27, 2023 and expires October 27, 2025.

Construction Insurance Programs

The Port Authority maintains a rolling owner-controlled or wrap-up insurance program for all Port Authority operated facilities under construction (excluding the World Trade Center), which was renewed effective June 1, 2023, and expires June 1, 2026, including builders' risk, general liability insurance, and statutory workers' compensation coverage. PAICE provides portions of the general liability insurance while statutory workers' compensation insurance is provided through commercial insurance.

The Port Authority began a stand-alone owner-controlled insurance program on March 27, 2018, that expired March 27, 2024, for construction of Terminal A at Newark Liberty International (EWR) Airport, which included builders' risk, general liability insurance, and statutory workers' compensation insurance provided through commercial insurance. PAICE provided portions of the construction general liability insurance while statutory workers' compensation insurance is provided through commercial insurance.

Port Authority Insurance Captive Entity, LLC

In 2006, the Port Authority established a captive insurance company, known as the "Port Authority Insurance Captive Entity, LLC," for insuring certain risk exposures of the Port Authority and its related entities. Under its current Certificate of Authority issued by the District of Columbia, PAICE is authorized to transact insurance business in connection with workers' compensation, general liability, builders' risk, property and terrorism insurance coverages for the Port Authority and its related entities. With the passage of TRIPRA, PAICE assumed coverage for acts of terrorism under the Port Authority's public liability and property damage and loss of revenue insurance programs.

Effective June 1, 2023, PAICE retains the first \$500,000 in general liability coverage of the Port Authority's rolling owner-controlled insurance program. The next \$4.5 million, excess of the primary \$500,000, is reinsured through commercial reinsurers.

Effective June 1, 2023, PAICE provides \$5 billion of property terrorism insurance for World Trade Center facilities for Certified Acts of Terrorism, and \$1.02 billion for Noncertified Acts of Terrorism. In addition, PAICE provides \$2 billion of property terrorism insurance for all other facilities for Certified Acts of Terrorism, and \$420 million for Noncertified Acts of Terrorism. PAICE is fully reinsured for property terrorism by TRIPRA and commercial reinsurers.

In addition, renewed for two years effective October 27, 2023 (expiring October 27, 2025), PAICE provides \$600 million in coverage under the terrorism liability program, which is fully reinsured by TRIPRA and commercial reinsurers.

Further, renewed for two years effective October 27, 2023 (expiring October 27, 2025), PAICE provides \$1.6 billion in coverage under the nuclear, chemical, biological, and radiological terrorism and malicious acts program, up to \$500 million of which is fully reinsured by TRIPRA and commercial reinsurers. The \$1.1 billion in excess of the \$500 million is partially reinsured by TRIPRA.

Notes to Financial Statements
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The financial results for PAICE for the year ended December 31, 2024 are set forth below. As PAICE is a blended component unit of the Port Authority, restricted amounts associated with PAICE recorded on the Port Authority's financial statements have been adjusted to eliminate intercompany transfers related to insurance premiums and intercompany loans paid to or from PAICE and the Port Authority.

	Amounts (In thousands)
Financial Position	
Total Assets	\$ 596,852
Total Liabilities	41,726
Net Position, December 31, 2024	\$ 555,126
Operating Results 2024	
Revenues	\$ 45,263
Expenses	2,837
Change in Net Position	\$ 42,426
Net Position at January 1, 2023	\$ 512,700
Net Position at December 31, 2024	\$ 555,126

The audited financial statements as of and for the years ended December 31, 2024 and December 31, 2023 of PAICE, which provides additional information concerning PAICE assets and liabilities, are available from the Comptroller's Department of the Port Authority of New York and New Jersey, 2 Montgomery Street, Jersey City, New Jersey 07302.

Notes to Financial Statements
(continued)

Self-Insured Loss Reserves

A liability is recognized when it is probable that the Port Authority has incurred an uninsured loss and the amount of the loss can be reasonably estimated. The liability for self-insured claims is based upon the estimated cost of settling the claim, which includes an actuarial review of estimated claims expenses, estimated recoveries, retention thresholds, and a provision for incurred but not reported (IBNR) claims. Workers' compensation and public liability IBNR self-insured loss reserves were discounted to their present value using a 5.25% discount rate. Changes in the self-insured public liability self-insured loss reserves and self-insured workers' compensation loss reserves are as follows:

Self-insured public liability loss reserves:

Year	Beginning Balance	Changes in Loss Reserves	Payments	Year-End Balance*
(In thousands)				
2024	\$68,812	\$19,906	\$13,762	\$74,956
2023	\$70,270	\$15,332	\$16,790	\$68,812

* Loss reserves exclude loss adjustment expenditures.

Self-insured workers' compensation loss reserves:

Year	Beginning Balance	Changes in Loss Reserves	Payments	Year-End Balance*
(In thousands)				
2024	\$90,641	\$28,244	\$23,584	\$95,301
2023	\$87,141	\$27,575	\$24,075	\$90,641

* Loss reserves exclude loss adjustment expenditures.

Required Supplementary Information (Unaudited)

NEW YORK STATE AND LOCAL EMPLOYEES RETIREMENT SYSTEM (ERS)

Schedule of Proportionate Share of Net Pension Liability (Asset)

	2024	2023	2022
	(\$ In thousands)		
Port Authority's proportion of the net pension liability	1.4%	1.4%	1.4%
Port Authority's proportionate share of the net pension liability (asset)	\$207,151	\$299,457	\$(118,530)
Covered payroll (April 1– March 31)	\$492,955	\$470,518	\$ 461,420
Port Authority's proportionate share of the net pension liability, as a percentage of its covered payroll	42.0%	63.6%	(25.7)%
Plan fiduciary net position as a percentage of the total pension liability	93.9%	90.8%	103.7%

Schedule of Employer Contributions*

	2024	2023	2022
	(\$ In thousands)		
Contractually required contribution	\$ 69,713	\$ 57,832	\$ 55,306
Contributions in relation to the contractually required contribution*	\$ 69,713	\$ 57,832	\$ 55,306
Contribution deficiency (excess)	\$ —	\$ —	\$ —
Port Authority's covered payroll (January 1 – December 31)	\$522,472	\$478,197	\$ 452,650
Contributions as a percentage of covered payroll	13.3%	12.1%	12.2%

* Required employer contributions were paid on February 3, 2025.

NEW YORK STATE AND LOCAL POLICE AND FIRE RETIREMENT SYSTEM (PFRS)

Schedule of Proportionate Share of Net Pension Liability

	2024	2023	2022
	(\$ In thousands)		
Port Authority's proportion of the net pension liability	8.9%	8.5%	8.8%
Port Authority's proportionate share of the net pension liability	\$421,207	\$467,522	\$ 50,218
Covered payroll (April 1– March 31)	\$359,511	\$370,833	\$349,395
Port Authority's proportionate share of the net pension liability, as a percentage of its covered payroll	117.2%	126.1%	14.4%
Plan fiduciary net position as a percentage of the total pension liability	89.7%	87.4%	98.7%

Schedule of Employer Contributions*

	2024	2023	2022
	(\$ In thousands)		
Contractually required contribution	\$109,425	\$101,083	\$ 92,716
Contributions in relation to the contractually required contribution*	\$109,425	\$101,083	\$ 92,716
Contribution deficiency (excess)	\$ —	\$ —	\$ —
Port Authority's covered payroll (January 1 – December 31)	\$372,582	\$358,860	\$350,440
Contributions as a percentage of covered payroll	29.4%	28.2%	26.5%

* Required employer contributions were paid on February 3, 2025.

See accompanying independent auditors' report.

Required Supplementary Information (Unaudited)

2021	2020	2019	2018	2017	2016	2015
(\$ In thousands)						
1.7%	1.6%	1.3%	1.3%	1.3%	1.3%	1.3%
\$ 1,658	\$ 430,993	\$ 91,792	\$ 41,400	\$ 120,672	\$ 212,555	\$ 44,906
\$ 461,634	\$ 536,527	\$ 515,065	\$ 408,384	\$ 395,378	\$ 392,529	\$ 309,571
0.4%	80.3%	17.8%	10.2%	30.5%	54.2%	14.5%
99.95%	86.4%	96.2%	98.2%	94.7%	90.7%	97.9%
2021	2020	2019	2018	2017	2016	2015
(\$ In thousands)						
\$ 71,150	\$ 77,635	\$ 70,582	\$ 56,866	\$ 56,743	\$ 57,530	\$ 63,072
\$ 71,150	\$ 77,635	\$ 70,582	\$ 56,866	\$ 56,743	\$ 57,530	\$ 63,072
\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
\$ 461,539	\$ 462,194	\$ 536,454	\$ 500,841	\$ 404,701	\$ 395,725	\$ 409,234
15.4%	16.8%	13.2%	11.4%	14.0%	14.5%	15.4%

2021	2020	2019	2018	2017	2016	2015
(\$ In thousands)						
9.8%	7.7%	7.7%	7.6%	7.4%	8.0%	8.9%
\$ 169,991	\$ 412,870	\$ 129,920	\$ 77,081	\$ 152,806	\$ 236,004	\$ 24,490
\$ 329,673	\$ 467,638	\$ 271,764	\$ 263,292	\$ 256,168	\$ 246,060	\$ 248,631
51.6%	88.3%	47.8%	29.3%	59.7%	95.9%	9.8%
95.8%	84.9%	95.1%	96.9%	93.5%	90.2%	99.0%
2021	2020	2019	2018	2017	2016	2015
(\$ In thousands)						
\$ 91,287	\$ 123,221	\$ 61,277	\$ 59,931	\$ 60,797	\$ 57,807	\$ 53,652
\$ 91,287	\$ 123,221	\$ 61,277	\$ 59,931	\$ 60,797	\$ 57,807	\$ 53,652
\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
\$ 340,538	\$ 398,506	\$ 393,630	\$ 262,701	\$ 260,867	\$ 253,096	\$ 253,597
26.8%	30.9%	15.6%	22.8%	23.3%	22.8%	21.2%

Required Supplementary Information (Unaudited)

FEDERAL RAILROAD RETIREMENT PROGRAM

Schedule of Employee and Employer Railroad Contributions

Railroad Retirement Tier I	Employee Tax Rate	Employee Taxes	Employer Tax Rate	Employer Taxes	Total Taxes
(\$ In thousands)					
2024	7.65%	\$ 11,020	7.65%	\$ 11,020	22,040
2023	7.65%	11,799	7.65%	11,799	23,598
2022	7.65%	11,191	7.65%	11,191	22,382
2021	7.65%	9,329	7.65%	9,329	18,658
2020	7.65%	9,384	7.65%	9,384	18,768
2019	7.65%	8,466	7.65%	8,466	16,932
2018	7.65%	8,197	7.65%	8,197	16,394
2017	7.65%	8,150	7.65%	8,150	16,300
2016	7.65%	8,086	7.65%	8,086	16,172
2015	7.65%	7,747	7.65%	7,747	15,494
Total Taxes		\$ 93,369		\$ 93,369	\$ 186,738

Railroad Retirement Tier II	Employee Tax Rate	Employee Taxes	Employer Tax Rate	Employer Taxes	Total Taxes
(\$ In thousands)					
2024	4.9%	\$ 6,137	13.1%	\$ 16,409	\$ 22,546
2023	4.9%	6,095	13.1%	16,294	22,389
2022	4.9%	5,620	13.1%	15,025	20,645
2021	4.9%	5,130	13.1%	13,714	18,844
2020	4.9%	5,170	13.1%	13,823	18,993
2019	4.9%	4,832	13.1%	12,918	17,750
2018	4.9%	4,687	13.1%	12,530	17,217
2017	4.9%	4,659	13.1%	12,455	17,114
2016	4.9%	4,475	13.1%	11,964	16,439
2015	4.9%	4,379	13.1%	11,707	16,086
Total Taxes		\$ 51,184		\$ 136,839	\$ 188,023

See accompanying independent auditors' report.

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Required Supplementary Information (Unaudited)

PATH EXEMPT EMPLOYEES SUPPLEMENTAL PENSION PLAN

Schedule of Changes to Total Pension Liability and Related Ratios

	2024	2023	2022	2021
	(\$ In thousands)			
Total Pension Liability				
Service cost	\$ 4,445	\$ 6,239	\$ 5,709	\$ 3,905
Interest cost	3,871	2,593	2,534	2,649
Changes of benefit terms	—	—	—	9,607
Differences between expected and actual experience	(1,416)	(754)	915	1,082
Changes in assumptions	5,975	(23,699)	937	8,015
Benefit payments	(4,748)	(4,074)	(4,495)	(3,925)
Net change in total pension liability	8,127	(19,695)	5,600	21,333
Total Pension Liability (Beginning)	101,958	121,653	116,053	94,720
Total Pension Liability (Ending)	\$ 110,085	\$ 101,958	\$ 121,653	\$ 116,053
Covered Payroll	\$ 17,710	\$ 16,160	\$ 16,106	\$ 16,364
Total Pension Liability as a % of Covered Payroll	621.6%	630.9%	755.3%	709.2%

Note: As of December 31, 2024, there are no plan assets accumulated in a trust for purposes of making future pension payments to members.

See accompanying independent auditors' report.

Required Supplementary Information (Unaudited)

	2020	2019	2018	2017	2016	2015
\$	2,401	\$ 1,720	\$ 1,585	\$ 1,323	\$ 1,280	\$ 900
	3,155	3,070	3,169	2,961	2,850	3,271
	—	—	—	—	—	—
	2,926	1,778	(1,449)	5,478	(945)	51
	13,667	(15,700)	5,676	(5,496)	3,809	10,632
	(3,927)	(3,751)	(3,691)	(3,563)	(4,701)	(3,389)
	18,222	(12,883)	5,290	703	2,293	11,465
	76,498	89,381	84,091	83,388	81,095	69,630
\$	<u>94,720</u>	<u>\$ 76,498</u>	<u>\$ 89,381</u>	<u>\$ 84,091</u>	<u>\$ 83,388</u>	<u>\$ 81,095</u>
\$	14,872	\$ 13,052	\$ 13,913	\$ 13,590	\$ 13,187	\$ 12,356
	636.9%	586.1%	642.4%	618.8%	632.4%	656.3%

Required Supplementary Information (Unaudited)

OTHER POSTEMPLOYMENT BENEFITS (OPEB) PLAN

Schedule of Changes in the Port Authority's Net OPEB Liability and Related Ratios

	2024	2023	2022
	(\$ In thousands)		
Total OPEB liability:			
Service cost	\$ 91,689	\$ 84,179	\$ 35,107
Interest cost	284,118	245,921	196,063
Changes in benefit terms	—	(207)	6,233
Differences between expected and actual experience	16,998	123,420	116,370
Changes in assumptions	437,369	342,269	557,468
Benefit payments	(228,251)	(220,561)	(189,699)
Net change in total OPEB liability	601,923	575,021	721,542
Total OPEB liability-beginning	4,325,439	3,750,418	3,028,876
Total OPEB liability-ending (a)	4,927,362	4,325,439	3,750,418
Plan fiduciary net position:			
Contributions-employer	228,251	200,832	—
Net investment income/(loss)	172,212	211,782	(310,021)
Benefit payments	(228,251)	(220,561)	(189,699)
Administrative expenses	(101)	(101)	(88)
Net change in plan fiduciary net position	172,111	191,952	(499,808)
Plan fiduciary net position-beginning	1,659,830	1,467,878	1,967,686
Plan fiduciary net position-ending (b)	1,831,941	1,659,830	1,467,878
Net OPEB liability-ending (a) – (b)	\$ 3,095,421	\$ 2,665,609	\$ 2,282,540
Plan fiduciary net position as a percentage of the total OPEB liability	37.18%	38.37%	39.14%
Covered-Employee payroll	\$ 1,042,752	\$ 1,013,683	\$ 975,057
Net OPEB liability as a percentage of Covered-Employee payroll	296.85%	262.96%	234.09%

*Information provided for Required Supplementary Information will be provided for ten years, as the information becomes available in subsequent years.

See accompanying independent auditors' report.

Required Supplementary Information (Unaudited)

	2021	2020	2019	2018	2017
\$	34,851	\$ 32,566	\$ 33,132	\$ 25,442	\$ 23,778
	196,750	209,925	213,607	202,303	196,930
	—	(2,928)	(4,046)	(6,948)	—
	31,334	58,916	99,585	90,986	—
	(47,407)	(201,908)	(241,555)	(5,903)	—
	(173,920)	(148,836)	(156,536)	(147,761)	(143,528)
	41,608	(52,265)	(55,813)	158,119	77,180
	2,987,268	3,039,533	3,095,346	2,937,227	2,860,047
	3,028,876	2,987,268	3,039,533	3,095,346	2,937,227
	—	30,061	256,536	247,761	243,528
	235,963	225,006	285,996	(86,274)	175,795
	(173,920)	(148,836)	(156,536)	(147,761)	(143,528)
	(118)	(96)	(106)	(94)	(94)
	61,925	106,135	385,890	13,632	275,701
	1,905,761	1,799,626	1,413,736	1,400,104	1,124,403
	1,967,686	1,905,761	1,799,626	1,413,736	1,400,104
\$	1,061,190	\$ 1,081,507	\$ 1,239,907	\$ 1,681,610	\$ 1,537,123
	64.96%	63.80%	59.21%	45.67%	47.67%
\$	927,676	\$ 987,081	\$ 1,041,188	\$ 870,525	\$ 772,549
	114.39%	109.57%	119.09%	193.17%	198.97%

Schedule A - Revenues and Reserves
(pursuant to Port Authority bond resolutions)

	Year ended December 31, 2024			2023
	Operating Fund	Reserve Funds	Combined Total	Combined Total
	(In thousands)			
Gross operating revenues:				
Tolls and fares	\$ 2,168,395	\$ —	\$ 2,168,395	\$ 2,070,662
Rentals	2,439,316	—	2,439,316	2,249,607
Aviation fees	1,719,025	—	1,719,025	1,606,056
Parking and other	530,812	—	530,812	549,780
Utilities	154,505	—	154,505	148,952
Total gross operating revenues	7,012,053	—	7,012,053	6,625,057
Operating expenses:				
Employee compensation, including benefits	1,995,896	—	1,995,896	1,801,019
Contract services	1,258,488	—	1,258,488	1,203,897
Rents and payments in-lieu-of taxes (PILOT)	470,470	—	470,470	445,628
Materials, equipment and other	387,283	—	387,283	446,055
Utilities	211,411	—	211,411	202,970
Total operating expenses	4,323,548	—	4,323,548	4,099,569
Net operating revenues	2,688,505	—	2,688,505	2,525,488
Financial income:				
Interest income	29,037	135,295	164,332	136,095
Net increase in fair value of investments	10,212	70,851	81,063	126,211
Contributions in aid of construction	346,455	—	346,455	225,680
Application of Passenger Facility Charges	293,050	—	293,050	488,053
Application of 4 WTC associated payments	34,717	—	34,717	34,732
Grants, in connection with operating activities	234,868	—	234,868	111,886
Pass-through grant program payments	(48,206)	—	(48,206)	(12,156)
Net revenues available for debt service and reserves	3,588,638	206,146	3,794,784	3,635,989
Debt service:				
Interest on Consolidated Bonds and Notes	1,008,340	—	1,008,340	1,018,184
Maturities and retirements of Consolidated Bonds and Notes	515,545	—	515,545	478,055
Interest expense incurred during construction	154,341	—	154,341	127,566
Interest on special obligations	—	117,510	117,510	119,566
Maturities and retirements of special obligations	—	6,869	6,869	5,909
Total debt service	1,678,226	124,379	1,802,605	1,749,280
Transfers to reserves	<u>\$(1,910,412)</u>	1,910,412	—	—
Revenues after debt service and transfers to reserves		1,992,179	1,992,179	1,886,709
Direct investment in facilities		(1,722,404)	(1,722,404)	(943,156)
Change in Accounting Principle - pension / OPEB		(25,773)	(25,773)	(24,086)
Increase in reserves		244,002	244,002	919,467
Reserve balances, January 1		4,807,770	4,807,770	3,888,303
Reserve balances, December 31		\$ 5,051,772	\$ 5,051,772	\$ 4,807,770

See Notes to Financial Statements.

Schedule B - Assets and Liabilities
(pursuant to Port Authority bond resolutions)

	December 31, 2024			2023	
	Operating Fund	Capital Fund	Reserve Funds	Combined Total	Combined Total
(In thousands)					
ASSETS					
Current assets:					
Cash	\$ 125,854	\$ —	\$ 10,643	\$ 136,497	\$ 170,410
Restricted cash:					
Passenger Facility Charges	129	—	—	129	919
Port Authority Insurance Captive Entity, LLC	49,617	—	—	49,617	75,248
Harbor Dredging	69,504	—	—	69,504	19,124
Other, including Asset Forfeiture Funds	10,896	—	—	10,896	10,552
Investments	341,565	98,862	431,357	871,784	1,335,243
Restricted Investments - PAICE	7,599	—	—	7,599	8,356
Restricted investments - PFC	6,432	—	—	6,432	5,315
Interfund balances	65,407	100,085	(165,492)	—	—
Current receivables, net	1,415,096	—	—	1,415,096	1,268,889
Other current assets	87,680	54,506	—	142,186	156,464
Restricted receivables and other assets	90,150	—	—	90,150	119,741
Total current assets	2,269,929	253,453	276,508	2,799,890	3,170,261
Noncurrent assets:					
Restricted cash	4,316	—	—	4,316	4,452
Investments	—	—	4,775,264	4,775,264	3,636,589
Restricted investments - PAICE	184,889	—	—	184,889	119,603
Other amounts receivable, net	127,025	36,638	—	163,663	164,748
Other noncurrent assets	1,568,650	4,663	—	1,573,313	1,578,860
Restricted other noncurrent assets - PAICE	5,066	—	—	5,066	4,785
Amounts receivable - Tower 4 Liberty Bonds	—	1,230,305	—	1,230,305	1,232,505
Invested in facilities	—	73,697,912	—	73,697,912	71,301,755
Total noncurrent assets	1,889,946	74,969,518	4,775,264	81,634,728	78,043,297
Total assets	4,159,875	75,222,971	5,051,772	84,434,618	81,213,558
DEFERRED OUTFLOWS OF RESOURCES					
Pension related amounts	666,380	—	—	666,380	517,098
OPEB related amounts	1,074,010	—	—	1,074,010	975,122
LIABILITIES					
Current liabilities:					
Accounts payable	549,591	677,544	—	1,227,135	929,749
Accrued interest and other current liabilities	939,447	1,060	—	940,507	827,261
Restricted other liabilities - PAICE	7,421	—	—	7,421	7,620
Accrued payroll and other employee benefits	213,493	—	—	213,493	203,106
Unapplied Passenger Facility Charges	52,595	—	—	52,595	52,446
Current portion bonds and other asset financing obligations	34,991	550,930	—	585,921	565,986
Total current liabilities	1,797,538	1,229,534	—	3,027,072	2,586,168
Noncurrent liabilities:					
Accrued pension and other postemployment benefits	3,833,864	—	—	3,833,864	3,534,546
Other noncurrent liabilities	281,496	17,838	—	299,334	300,159
Restricted other noncurrent liabilities - PAICE	20,867	—	—	20,867	24,780
Amounts payable - Tower 4 Liberty Bonds	—	1,230,305	—	1,230,305	1,232,505
Bonds and other asset financing obligations	1,269,467	24,365,696	—	25,635,163	25,730,473
Total noncurrent liabilities	5,405,694	25,613,839	—	31,019,533	30,822,463
Total liabilities	7,203,232	26,843,373	—	34,046,605	33,408,631
DEFERRED INFLOWS OF RESOURCES					
Pension related amounts	267,044	—	—	267,044	70,838
OPEB related amounts	34,305	—	—	34,305	110,034
NET POSITION	\$ (1,604,316)	\$ 48,379,598	\$ 5,051,772	\$ 51,827,054	\$ 49,116,275
Net position is comprised of:					
Facility infrastructure investment	\$ —	\$ 48,379,598	\$ —	\$ 48,379,598	\$ 45,909,268
Change in accounting principle - pension / OPEB	(1,604,316)	—	—	(1,604,316)	(1,600,763)
Reserves	—	—	5,051,772	5,051,772	4,807,770
NET POSITION	\$ (1,604,316)	\$ 48,379,598	\$ 5,051,772	\$ 51,827,054	\$ 49,116,275

See Notes to Financial Statements.

Schedule C - Analysis of Reserve Funds

(pursuant to Port Authority bond resolutions)

	Year ended December 31, 2024			2023
	General Reserve Fund	Consolidated Bond Reserve Fund	Combined Total	Combined Total
	(In thousands)			
Balance, January 1	\$ 2,523,802	\$ 2,283,968	\$ 4,807,770	\$ 3,888,303
(Decrease)/increase in reserve funds *	(7,489)	2,124,047	2,116,558	2,012,184
	2,516,313	4,408,015	6,924,328	5,900,487
Applications:				
Maturities and Retirements on special obligations	—	6,869	6,869	5,909
Interest on special obligations	—	117,510	117,510	119,566
Direct investment in facilities	—	1,722,404	1,722,404	943,156
Change in Accounting Principle - pension / OPEB	—	25,773	25,773	24,086
Total applications	—	1,872,556	1,872,556	1,092,717
Balance, December 31	\$ 2,516,313	\$ 2,535,459	\$ 5,051,772	\$ 4,807,770

*Combined increase in reserve funds consists of "Transfers to reserves" from the operating fund totaling \$1.9 billion, plus financial income generated on reserve funds of \$206 million in 2024.

Statistical and Other Supplemental Information Section

STATISTICAL AND OTHER SUPPLEMENTAL INFORMATION

For the year ended December 31, 2024

The Statistical and Other Supplemental Information section presents additional information as a means to provide context to the information contained in the financial statements, note disclosures and schedules.

Selected Statistical Financial Trends Data – Schedule D-1 (Pursuant to U.S. GAAP)

Trend information is provided to help the reader understand how the Port Authority's financial performance and fiscal condition has changed over time.

Selected Statistical Debt Service Data – Schedule D-2 (Pursuant to Port Authority bond resolutions)

The Port Authority has several forms of outstanding financing obligations.

Information on Port Authority revenues, outstanding financing obligations, debt service, and reserves is included here for statistical purposes (more detailed information about the various kinds of debt instruments used by the Port Authority can be found in *Note D - Outstanding Financing Obligations*, and reserve funds are described in *Note E - General and Consolidated Bond Reserve Funds (pursuant to Port Authority bond resolutions)* to the financial statements). Debt limitations, including in some cases, limits on total authorized amounts or requirements for the issuance of additional bonds, may be found in the various resolutions establishing and authorizing such obligations.

Selected Statistical Financial Data by Business Segment – Schedule D-3 (Pursuant to U.S. GAAP)

Schedule provides information on gross operating revenues, operating expenses and capital investment, summarized by Port Authority business segments.

Information on Port Authority Operations – Schedule E (Pursuant to U.S. GAAP)

Detailed information on Port Authority's operating results including income from operations, nonoperating expenses, net interest expense, capital contributions, and net income is provided on a Port Authority operating facility level.

Information on Capital Investment in Port Authority Facilities – Schedule F (Pursuant to U.S. GAAP)

Schedule provides information on capital investment, summarized by Port Authority operating facilities, including current year capital investment and depreciation.

Port Authority Facility Traffic – Schedule G (Unaudited)

This schedule provides comparative information on Port Authority facility traffic relative to vehicles, passengers, containers, cargo, waterborne vehicles and plane movements.

Schedule D-1 - Selected Statistical Financial Trends Data (pursuant to U.S. GAAP)

	2024	2023	2022 (Restated)
Revenues, Expenses and Changes in Net Position:			
Gross operating revenues:			
Tolls and fares	\$ 2,168,395	\$ 2,070,662	\$ 1,942,726
Rentals (a)(d)	2,363,621	2,187,837	1,978,706
Aviation fees	1,719,025	1,606,056	1,395,424
Parking and other	530,812	549,780	478,337
Utilities	154,505	148,952	182,163
Rentals - Special Project Bonds Projects	—	—	—
Gross operating revenues	6,936,358	6,563,287	5,977,356
Operating expenses:			
Employee compensation, including benefits ^(c)	1,995,896	1,801,019	1,438,403
Contract services ^(e)	1,261,199	1,200,165	1,054,605
Rental and payments in-lieu-of taxes (PILOT) ^(d)	114,028	84,878	47,434
Materials, equipment and other	387,283	446,055	336,727
Utilities	211,411	202,970	243,750
Interest on Special Project Bonds	—	—	—
Operating expenses	3,969,817	3,735,087	3,120,919
Net insurance recoverables	—	—	—
Depreciation of facilities and landlord leasehold investment	(1,781,344)	(1,734,310)	(1,717,977)
Amortization of costs for regional programs	(3,462)	(6,478)	(17,939)
Amortization of lease assets, as lessee ^(d)	(173,918)	(176,755)	(172,776)
Income from operations ^(c)	1,007,817	910,657	947,745
Income/(loss) on investments (including fair value adjustment) ^(b)	245,595	269,373	(83,167)
Interest expense on bonds and other asset financing ^(b)	(1,189,660)	(1,180,570)	(1,109,910)
Interest income, as lessor ^(d)	158,610	155,290	140,978
Interest expense, as lessee ^(d)	(211,305)	(213,973)	(220,654)
Net loss on disposition of assets, including leases	(160)	(2,281)	—
Pass-through grant program payments	(48,206)	(12,156)	—
4 WTC associated payments	32,517	32,532	32,545
Grants in connection with operating activities	234,868	111,886	160,290
Contributions in aid of construction	346,455	227,574	290,491
Passenger facility charges	292,998	309,123	274,414
Increase/(decrease) in net position December 31, ^{(c)(d)}	\$ 869,529	\$ 607,455	\$ 432,732
Net position is comprised of			
Net investment in capital assets	\$ 15,043,573	\$ 15,128,051	\$ 14,942,315
Restricted	771,346	719,624	851,723
Unrestricted ^{(c)(d)}	1,716,151	813,866	260,048
Net position December 31,	\$ 17,531,070	\$ 16,661,541	\$ 16,054,086

(a) 2014 -2020 Rentals include amortization of unearned income related to the March 2014 transfer of the Port Authority's interests in the WTC Retail Joint Venture. Commencing in 2021 Rentals includes the straight-line amortization of deferred inflows related to leases, as lessor, recognized under GASB Statement No. 87, "Leases."

(b) For presentation purposes, amortization of bond premiums received at issuance for the years ended 2015 and 2016 have been reclassified from Income on investments to Interest expense on bonds and other asset financing.

(c) 2017 restated amounts include the impact related to the adoption of GASB Statement No. 75, "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions."

(d) 2021 restated amounts include impacts related to the adoption of GASB Statement No. 87, "Leases."

(e) 2022 restated amounts include impacts related to the adoption of GASB Statement No. 96, "SBITAs."

Schedule D-1 - Selected Statistical Financial Trends Data (pursuant to U.S. GAAP)

2021 (Restated)	2020	2019	2018	2017 (Restated)	2016	2015
(In thousands)						
\$ 1,836,692	\$ 1,571,827	\$ 1,876,911	\$ 1,865,384	\$ 1,873,622	\$ 1,865,481	\$ 1,718,770
1,565,609	1,421,467	1,748,683	1,673,994	1,618,439	1,564,527	1,446,980
1,213,743	907,314	1,287,263	1,192,454	1,128,352	1,112,436	1,063,902
353,261	240,329	408,609	384,088	377,421	399,178	359,631
125,937	112,008	144,176	149,008	139,502	138,987	144,580
—	81,129	74,073	79,080	83,053	86,755	92,719
5,095,242	4,334,074	5,539,715	5,344,008	5,220,389	5,167,364	4,826,582
1,296,724	1,395,588	1,413,979	1,338,277	1,318,935	1,290,334	1,178,967
938,408	929,520	1,046,216	934,821	880,331	852,926	833,903
59,715	403,661	388,462	396,048	390,576	352,293	356,162
289,810	290,033	315,676	298,121	252,533	264,977	252,071
184,651	163,078	191,770	195,968	183,482	165,802	186,830
—	81,129	74,073	79,080	83,053	86,755	92,719
2,769,308	3,263,009	3,430,176	3,242,315	3,108,910	3,013,087	2,900,652
—	4,033	175,678	—	18,323	—	123
(1,601,696)	(1,533,267)	(1,420,696)	(1,329,283)	(1,231,139)	(1,173,747)	(1,124,383)
(27,393)	(33,217)	(36,730)	(41,874)	(44,164)	(64,765)	(64,665)
(167,396)	—	—	—	—	—	—
529,449	(491,386)	827,791	730,536	854,499	915,765	737,005
(13,544)	81,961	87,948	89,304	35,326	(3,974)	4,215
(1,152,878)	(1,011,896)	(968,242)	(937,983)	(908,343)	(900,914)	(882,840)
140,611	—	—	—	—	—	—
(214,019)	—	—	—	—	—	—
(4,623)	—	—	—	—	—	—
(2,613)	(26,853)	(3,142)	(1,438)	(19,717)	(10,695)	(51,429)
66,715	65,293	65,293	65,293	65,293	41,521	36,766
256,609	489,228	25,665	24,006	39,845	64,315	101,074
273,179	258,925	261,054	252,225	187,473	674,950	586,295
159,854	75,509	292,568	286,395	275,785	264,363	248,707
\$ 38,740	\$ (559,219)	\$ 588,935	\$ 508,338	\$ 530,161	\$ 1,045,331	\$ 779,793
\$ 15,406,620	\$ 14,954,997	\$ 14,620,518	\$ 14,190,682	\$ 13,179,105	\$ 12,746,144	\$ 11,810,573
606,816	538,552	550,736	500,610	760,912	567,443	456,429
(392,082)	414,561	1,296,075	1,187,102	1,430,039	3,261,307	3,262,561
\$ 15,621,354	\$ 15,908,110	\$ 16,467,329	\$ 15,878,394	\$ 15,370,056	\$ 16,574,894	\$ 15,529,563

Schedule D-2 - Selected Statistical Debt Service Data (pursuant to Port Authority bond resolutions)

	2024	2023	2022
Gross operating revenues:*			
Tunnels, Bridges and Terminals	\$ 2,067,422	\$ 1,988,089	\$ 1,880,833
PATH	166,059	148,408	123,878
Port	387,684	371,322	396,989
Aviation	3,946,104	3,657,985	3,225,138
Development	21,166	26,566	25,991
World Trade Center	406,123	432,248	380,847
Other	17,495	439	154
Total gross operating revenues	7,012,053	6,625,057	6,033,830
Operating expenses:*			
Tunnels, Bridges and Terminals	(751,900)	(669,404)	(569,411)
PATH	(598,465)	(552,762)	(481,409)
Port	(228,039)	(197,560)	(181,602)
Aviation	(2,336,181)	(2,285,789)	(1,899,501)
Development	(8,257)	(19,451)	(11,268)
World Trade Center	(388,255)	(370,817)	(342,499)
Other	(12,451)	(3,786)	(729)
Total operating expenses	(4,323,548)	(4,099,569)	(3,486,419)
Operating and maintenance contingencies	—	—	—
Net insurance recoverables	—	—	—
Amounts in connection with operating asset obligations	—	—	—
Net operating revenues	2,688,505	2,525,488	2,547,411
Financial income	245,395	262,306	(84,157)
Grants and contributions in aid of construction, net	533,117	325,410	448,982
Application of WTC Retail Joint Venture Payments**	—	—	16,968
Application of Passenger Facility Charges	293,050	488,053	63,664
Application of 4 WTC associated payments	34,717	34,732	34,745
Net revenues available for debt service and reserves (a)	3,794,784	3,635,989	3,027,613
DEBT SERVICE			
Interest on Consolidated Bonds and Notes (b)	(1,162,681)	(1,145,750)	(1,088,361)
Times, interest earned (a/b)	3.26	3.17	2.78
Maturities and retirements of Consolidated Bonds and Notes (c)	(515,545)	(478,055)	(463,107)
Times, debt service earned [a/(b+c)]	2.26	2.24	1.95
APPLICATION OF RESERVES			
Direct investment in facilities	(1,722,404)	(943,156)	(867,790)
Appropriations for self-insurance and changes in accounting principles	(25,773)	(24,086)	(22,511)
Interest on special obligations	(117,510)	(119,566)	(101,564)
Maturities and retirements of special obligations	(6,869)	(5,909)	(4,859)
Net increase/(decrease) in reserves	244,002	919,467	479,421
RESERVE BALANCES			
January 1	4,807,770	3,888,303	3,408,882
December 31	5,051,772	4,807,770	3,888,303
Reserve funds balances represented by:			
General Reserve	2,516,313	2,523,802	2,551,509
Consolidated Bond Reserve	2,535,459	2,283,968	1,336,794
Total	\$ 5,051,772	\$ 4,807,770	\$ 3,888,303
FINANCING OBLIGATIONS AT DECEMBER 31 (at par value)			
Consolidated Bonds and Notes	\$ 24,705,420	\$ 24,653,960	\$ 24,971,430
Fund for regional development buy-out obligation	—	—	—
MOTBY obligation	35,147	38,144	40,992
Amounts payable - Special Project Bonds	—	—	—
Variable rate master notes	44,600	44,600	44,600
Commercial paper obligations	—	—	499,060
Special Obligation Institutional Loan Program	413,114	539,455	—
Hudson Tunnel Program Support Obligation	5,347	—	—
Tower 4 Liberty Bonds	1,230,305	1,232,505	1,234,705
Goethals Bridge Replacement Developer Financing Arrangement	1,017,456	1,020,300	1,022,275
Total financing obligations	\$ 27,451,389	\$ 27,528,964	\$ 27,813,062

* Gross operating revenues and operating expenses exclude GAAP adjustments related to GASB Statement No. 87 and GASB Statement No. 96.

** Commencing in 2014 amounts received in connection with the transfer of the Port Authority interests in the WTC Joint Venture are recognized in their entirety in the year in which they were received.

Note: This selected financial data is prepared primarily from information contained in Schedules A, B and C and is presented for general information only and is not intended to reflect the specific applications of the revenues and reserves of the Port Authority, which are governed by statutes and its bond resolutions.

Schedule D-2 - Selected Statistical Debt Service Data (pursuant to Port Authority bond resolutions)

	2021	2020	2019	2018	2017	2016	2015
	(In thousands)						
\$	1,796,752	\$ 1,542,081	\$ 1,740,044	\$ 1,737,458	\$ 1,739,552	\$ 1,742,028	\$ 1,599,575
	85,221	82,110	210,610	203,800	202,880	191,261	184,560
	386,625	327,665	322,061	310,637	295,651	300,569	270,263
	2,508,088	2,032,359	2,913,161	2,762,279	2,682,523	2,646,213	2,537,233
	23,080	21,370	24,380	25,632	24,967	25,956	26,561
	333,497	319,195	319,952	294,735	264,769	252,086	199,883
	81	34	247	207	787	682	756
	5,133,344	4,324,814	5,530,455	5,334,748	5,211,129	5,158,795	4,818,831
	(524,557)	(552,976)	(553,759)	(524,212)	(525,862)	(509,529)	(499,873)
	(467,051)	(447,034)	(457,515)	(447,552)	(423,384)	(415,251)	(389,276)
	(164,852)	(163,395)	(174,213)	(166,405)	(160,495)	(167,724)	(175,976)
	(1,617,594)	(1,752,439)	(1,886,112)	(1,754,801)	(1,693,563)	(1,612,470)	(1,557,926)
	(11,215)	(11,612)	(11,475)	(11,786)	(12,399)	(10,853)	(13,659)
	(320,647)	(335,014)	(346,535)	(333,848)	(312,242)	(293,864)	(258,748)
	(305)	(539)	(567)	(3,711)	(4,973)	(3,396)	(5,194)
	(3,106,221)	(3,263,009)	(3,430,176)	(3,242,315)	(3,132,918)	(3,013,087)	(2,900,652)
	—	—	—	—	—	—	(50,000)
	—	4,033	175,678	—	18,323	—	123
	(708)	(5,851)	(9,529)	(12,921)	(16,050)	(18,871)	(21,387)
	2,026,415	1,059,987	2,266,428	2,079,512	2,080,484	2,126,837	1,846,915
	(13,548)	81,867	87,440	86,250	33,574	(4,784)	4,080
	525,452	712,295	252,765	220,741	193,381	347,390	321,980
	—	—	—	—	—	77,869	66,963
	147,557	131,149	289,639	433,326	285,335	229,921	273,721
	66,715	65,293	65,293	65,293	65,293	41,520	36,766
	2,752,591	2,050,591	2,961,565	2,885,122	2,658,067	2,818,753	2,550,425
	(1,098,922)	(940,309)	(872,275)	(868,510)	(858,694)	(824,586)	(810,356)
	2.50	2.18	3.40	3.32	3.10	3.42	3.15
	(398,600)	(387,820)	(334,500)	(319,090)	(300,905)	(268,520)	(259,315)
	1.84	1.54	2.45	2.43	2.29	2.58	2.38
	(870,697)	(1,398,366)	(1,550,920)	(1,771,900)	(1,623,347)	(1,132,915)	(1,949,785)
	(21,038)	(19,662)	(18,375)	—	—	—	—
	(128,782)	(130,857)	(133,537)	(103,056)	(69,570)	(81,601)	(66,461)
	(26,678)	(608)	81	(188)	(1,276)	6,669	(51,928)
	207,874	(827,031)	52,039	(185,922)	(195,725)	517,800	(587,420)
	3,201,008	4,028,039	3,976,000	4,161,922	4,357,647	3,839,847	4,427,267
	3,408,882	3,201,008	4,028,039	3,976,000	4,161,922	4,357,647	3,839,847
	2,480,806	2,401,503	2,388,243	2,297,475	2,297,475	2,297,475	2,297,475
	928,076	799,505	1,639,796	1,678,525	1,864,447	2,060,172	1,542,372
\$	3,408,882	\$ 3,201,008	\$ 4,028,039	\$ 3,976,000	\$ 4,161,922	\$ 4,357,647	\$ 3,839,847
\$	24,189,474	\$ 23,388,115	\$ 22,161,860	\$ 20,898,775	\$ 20,672,365	\$ 20,429,565	\$ 21,019,925
	—	52,898	100,258	143,939	184,230	221,393	253,732
	43,697	46,268	48,711	51,032	53,237	55,332	44,383
	—	—	1,150,415	1,245,835	1,327,680	1,391,170	1,451,170
	44,600	69,600	69,600	69,600	77,900	77,900	77,900
	574,000	557,325	500,565	480,765	464,615	388,315	425,760
	—	—	—	—	—	—	—
	—	—	—	—	—	—	—
	1,236,905	1,225,520	1,225,520	1,225,520	1,225,520	1,225,520	1,225,520
	1,023,286	1,023,398	1,022,518	1,021,023	934,198	744,401	430,800
\$	27,111,962	\$ 26,363,124	\$ 26,279,447	\$ 25,136,489	\$ 24,939,745	\$ 24,533,596	\$ 24,929,190

Schedule D-3 Selected Statistical Financial Data by Business Segment (pursuant to U.S. GAAP)

	2024	2023	2022 ^(h) (Restated)	2021 ^(g) (Restated)
Gross Operating Revenues:				
Tunnels, Bridges and Terminals	\$ 2,068,245	\$ 1,987,504	\$ 1,879,336	\$ 1,796,696
PATH	165,624	147,947	124,003	85,998
Port	387,633	371,279	396,977	386,622
Aviation	3,941,040	3,653,830	3,223,841	2,507,776
Development	20,730	21,695	21,346	18,536
World Trade Center	340,580	380,593	331,699	299,533
Other ^(a)	12,506	439	154	81
Total	\$ 6,936,358	\$ 6,563,287	\$ 5,977,356	\$ 5,095,242
Operating Expenses: ^(b)				
Tunnels, Bridges and Terminals	\$ 752,413	\$ 668,427	\$ 568,085	\$ 524,422
PATH	598,828	552,255	481,163	466,844
Port	209,895	176,769	160,737	145,723
Aviation	2,048,948	1,995,247	1,603,391	1,345,891
Development	8,031	19,111	10,930	10,879
World Trade Center	386,579	360,917	295,907	275,268
Other ^{(c)(e)}	(34,877)	(37,639)	706	281
Total	\$ 3,969,817	\$ 3,735,087	\$ 3,120,919	\$ 2,769,308
Capital Investment: ^(d)				
Tunnels, Bridges and Terminals	\$ 555,415	\$ 509,607	\$ 297,637	\$ 393,208
PATH (including WTC Transportation Hub) ⁽ⁱ⁾	357,190	379,097	269,254	332,023
Port	76,518	52,240	29,709	37,834
Aviation ^(f)	1,314,888	883,460	1,251,048	1,148,207
Development	—	—	—	—
World Trade Center	92,147	89,274	80,114	106,809
Other ⁽ⁱ⁾	—	—	—	—
Total	\$ 2,396,158	\$ 1,913,678	\$ 1,927,762	\$ 2,018,081

^(a) Includes Ferry Transportation and Regional Facilities and Other Programs.

^(b) Amounts include all direct and allocated operating expenses.

^(c) Includes Ferry Transportation, Regional Facilities and Other Programs, and GASB Statement No. 87 amounts related to leases entered into for the purpose of providing centralized support services to Port Authority facilities.

^(d) Capital investment includes capital investments funded with capital contributions. Capital investment is reduced by capital expenditures write-offs.

^(e) 2017 restated amount includes \$(24) million related to the adoption of GASB Statement No. 75, "Accounting and Financial Reporting for Post-employment Benefits Other Than Pensions."

^(f) Includes LaGuardia Terminal B landlord leasehold capital investment.

^(g) 2021 restated amounts include impacts related to the adoption of GASB Statement No. 87, "Leases."

^(h) 2022 restated amounts include impacts related to the adoption of GASB Statement No. 96, "SBITAs."

⁽ⁱ⁾ Includes amounts related to the Hudson Tunnel Project, including capital investment amounts previously reported in "Other" related to the Gateway Early Work.

^(j) Includes Ferry Transportation and Moynihan Station Transportation Program Program.

Schedule D-3 Selected Statistical Financial Data by Business Segment (pursuant to U.S. GAAP)

2020	2019	2018	2017 (Restated)	2016	2015
(In thousands)					
\$ 1,542,081	\$ 1,740,044	\$ 1,737,458	\$ 1,739,552	\$ 1,742,028	\$ 1,599,575
82,110	210,610	203,800	202,880	191,261	184,560
327,665	322,061	310,637	295,651	300,569	270,263
2,032,359	2,913,161	2,762,279	2,682,523	2,646,213	2,537,233
21,370	24,380	25,632	24,967	25,956	26,561
328,455	329,212	303,995	274,029	260,655	207,634
34	247	207	787	682	756
<u>\$ 4,334,074</u>	<u>\$ 5,539,715</u>	<u>\$ 5,344,008</u>	<u>\$ 5,220,389</u>	<u>\$ 5,167,364</u>	<u>\$ 4,826,582</u>
\$ 552,976	\$ 553,759	\$ 524,212	\$ 525,862	\$ 509,529	\$ 499,873
447,034	457,515	447,552	423,384	415,251	389,276
163,395	174,213	166,405	160,495	167,724	175,976
1,752,439	1,886,112	1,754,801	1,693,563	1,612,470	1,557,926
11,612	11,475	11,786	12,399	10,853	13,659
335,014	346,535	333,848	312,242	293,864	258,748
539	567	3,711	(19,035)	3,396	5,194
<u>\$ 3,263,009</u>	<u>\$ 3,430,176</u>	<u>\$ 3,242,315</u>	<u>\$ 3,108,910</u>	<u>\$ 3,013,087</u>	<u>\$ 2,900,652</u>
\$ 582,366	\$ 697,449	\$ 931,539	\$ 885,311	\$ 1,179,307	\$ 956,231
344,982	364,400	378,445	274,429	454,031	268,428
43,999	120,019	146,153	106,455	133,874	93,729
1,378,516	1,885,944	1,278,372	772,520	584,996	791,805
1	111	3,682	893	1,569	2,110
216,441	266,795	314,472	311,122	846,597	904,787
82	73	1,737	150,409	290	3,144
<u>\$ 2,566,387</u>	<u>\$ 3,334,791</u>	<u>\$ 3,054,400</u>	<u>\$ 2,501,139</u>	<u>\$ 3,200,664</u>	<u>\$ 3,020,234</u>

Schedule E - Information on Port Authority Operations (pursuant to U.S. GAAP)

	Year ended December 31, 2024								2023
	Gross Operating Revenues (e)	Operating Expenses (a)	Depreciation & Amortization	Amortization of Lease Assets, as Lessee	Income/(loss) from Operations	Interest, Grants & Other Expenses(b)	Capital Contributions & PFCs	Increase/(decrease) in Net Position	Increase/(decrease) in Net Position
(In thousands)									
INTERSTATE TRANSPORTATION NETWORK									
George Washington Bridge & Bus Station	\$ 934,808	\$ 193,305	\$ 97,826	\$ 22	\$ 643,655	\$ 39,121	\$ 1,150	\$ 605,684	\$ 631,955
Holland Tunnel	233,064	120,503	28,079	—	84,482	8,846	29,088	104,724	114,436
Lincoln Tunnel	309,128	152,875	93,721	71	62,461	47,247	469	15,683	19,112
Bayonne Bridge	56,573	30,389	34,247	—	(8,063)	42,709	—	(50,772)	(54,834)
Goethals Bridge	302,030	37,108	44,544	—	220,378	73,888	—	146,490	128,290
Outerbridge Crossing	194,820	24,531	7,169	—	163,120	2,501	—	160,619	157,053
Port Authority Bus Terminal	37,822	193,702	34,306	—	(190,186)	8,939	—	(199,125)	(183,807)
Subtotal - Tunnels, Bridges & Terminals	2,068,245	752,413	339,892	93	975,847	223,251	30,707	783,303	812,205
PATH (c)	159,604	566,693	171,529	64	(578,682)	166,889	78,809	(666,762)	(651,026)
WTC Transportation Hub (c)	—	14,448	82,503	—	(96,951)	—	—	(96,951)	(92,827)
Journal Square Transportation Center (c)	6,020	17,687	3,915	—	(15,582)	1,140	—	(16,722)	(17,332)
Hudson Tunnel Project (g)	—	—	3,000	—	(3,000)	19	—	(3,019)	(3,130)
Subtotal - PATH	165,624	598,828	260,947	64	(694,215)	168,048	78,809	(783,454)	(764,315)
Ferry Transportation	317	717	3,978	21	(4,399)	1,911	—	(6,310)	(7,270)
Access to the Regions Core (ARC)	—	—	—	—	—	—	—	—	(270)
Moynihan Station Transportation Program	—	—	10,000	—	(10,000)	—	—	(10,000)	(11,508)
Total Interstate Transportation Network	2,234,186	1,351,958	614,817	178	267,233	393,210	109,516	(16,461)	28,842
AVIATION									
LaGuardia (d)(h)	579,408	413,278	222,404	29,252	(85,526)	87,611	68,241	(104,896)	(204,219)
JFK International (d)	1,895,394	887,831	204,354	73,577	729,632	84,324	299,939	945,247	723,332
Newark Liberty International (d)	1,390,133	677,866	241,026	51,533	419,708	108,490	101,265	412,483	377,738
Teterboro	67,793	38,388	13,438	—	15,967	4,724	8,321	19,564	6,469
New York Stewart International (d)	8,312	31,585	11,723	846	(35,842)	2,830	24,878	(13,794)	(26,779)
Total Aviation	3,941,040	2,048,948	692,945	155,208	1,043,939	287,979	502,644	1,258,604	876,541
PORT									
Port Newark	113,549	115,825	32,531	7,676	(42,483)	20,294	5,375	(57,402)	(55,345)
Elizabeth Port Authority Marine Terminal	204,184	33,916	18,808	—	151,460	11,694	405	140,171	132,010
Brooklyn Port Authority Marine Terminal	3,499	11,450	6,332	—	(14,283)	1,966	948	(15,301)	(17,873)
Red Hook Terminal	481	2,735	1,161	—	(3,415)	—	(592)	(4,007)	(1,133)
Howland Hook Marine Terminal	20,181	17,223	10,078	767	(7,887)	10,291	—	(18,178)	(13,950)
Greenville Yard Port Authority Marine Terminal	1,216	123	—	—	1,093	(1,244)	—	2,337	1,060
NYNJ Rail LLC	6,117	7,201	6,618	—	(7,702)	3,949	3,234	(8,417)	(4,433)
Port Jersey - Port Authority Marine Terminal	38,406	21,422	15,730	—	1,254	13,967	2,890	(9,823)	14,903
Total Port	387,633	209,895	91,258	8,443	78,037	60,917	12,260	29,380	55,239
DEVELOPMENT									
Essex County Resource Recovery Facility	3,165	98	—	—	3,067	(172)	—	3,239	2,870
Industrial Park at Elizabeth	3,992	109	249	—	3,634	(3,832)	—	7,466	497
Teleport	6,787	7,295	284	331	(1,123)	21	—	(1,144)	(7,483)
Newark Legal & Communications Center	9	117	—	—	(108)	—	—	(108)	(83)
Queens West Waterfront Development	2,394	—	565	—	1,829	1,990	—	(161)	(848)
Hoboken South Waterfront Development	4,383	412	1,049	—	2,922	(7,811)	—	10,733	8,815
Total Development	20,730	8,031	2,147	331	10,221	(9,804)	—	20,025	3,768
WORLD TRADE CENTER									
WTC Campus	4,103	175,762	121,338	—	(292,997)	(15,768)	15,033	(262,196)	(271,951)
One World Trade Center	236,776	143,662	131,642	—	(38,528)	144,316	—	(182,844)	(124,540)
WTC Towers 2, 3 & 4	42,934	39,689	80,636	—	(77,391)	(101,118)	—	23,727	23,939
WTC Tower 7	24,916	17,864	—	—	7,052	(4,425)	—	11,477	20,172
WTC Retail	31,851	9,602	46,561	—	(24,312)	(649)	—	(23,663)	(2,682)
Total World Trade Center	340,580	386,579	380,177	—	(426,176)	22,356	15,033	(433,499)	(355,062)
Regional Facilities	—	—	3,462	—	(3,462)	—	—	(3,462)	(6,478)
Other Programs (f)	12,189	(35,594)	—	9,758	38,025	23,083	—	14,942	4,605
Total	\$ 6,936,358	\$ 3,969,817	\$ 1,784,806	\$ 173,918	\$ 1,007,817	\$ 777,741	\$ 639,453	\$ 869,529	\$ 607,455

- (a) Amounts include direct and allocated operating expenses.
- (b) Amounts include net interest expense (interest expense less financial income), interest expense and interest income related to leases subject to GASB Statement No. 87, Tower 4 Liberty Bond debt service reimbursements, Pass-through grant program payments, Grants in connection with operating activities and gains or losses generated by the disposition of assets, if any.
- (c) PATH Gross operating revenues include PATH fares collected at the WTC and Journal Square Transportation Center PATH stations.
- (d) Facility amounts include Passenger Facility Charges.
- (e) Gross operating revenues include the amortization of deferred inflows of resources related to leases recognized under GASB Statement No. 87.
- (f) Includes GASB Statement No. 87 amounts related to leases entered into for the purpose of providing centralized support services to Port Authority facilities.
- (g) Includes amounts previously reported as Gateway Early Work Program
- (h) Includes depreciation related to the LGA Terminal B landlord leasehold investment

Schedule F - Information on Capital Investment in Port Authority Facilities

	Net Book Value at Dec. 31, 2023	Capital Investment ^(a)	Depreciation	Dispositions	Net Book Value at Dec. 31, 2024
(In thousands)					
INTERSTATE TRANSPORTATION NETWORK					
George Washington Bridge & Bus Station	\$ 1,859,195	\$ 207,064	\$ 97,826	\$ —	\$ 1,968,433
Holland Tunnel	673,415	55,965	28,079	—	701,301
Lincoln Tunnel	1,785,558	157,516	93,721	—	1,849,353
Bayonne Bridge	1,473,756	2,473	34,247	—	1,441,982
Goethals Bridge	1,426,762	3,900	44,544	—	1,386,118
Outerbridge Crossing	110,708	6,628	7,169	—	110,167
Port Authority Bus Terminal	639,646	121,869	34,306	—	727,209
Subtotal - Tunnels, Bridges & Terminals	7,969,040	555,415	339,892	—	8,184,563
PATH	3,633,750	337,504	171,529	—	3,799,725
WTC Transportation Hub	3,141,607	1,345	82,503	—	3,060,449
Journal Square Transportation Center	64,298	12,907	3,915	—	73,290
Hudson Tunnel Project ^(e)	67,437	5,434	3,000	—	69,871
Subtotal - PATH	6,907,092	357,190	260,947	—	7,003,335
Ferry Transportation	67,733	—	3,978	—	63,755
Access to the Region's Core (ARC)	30,227	—	—	—	30,227
Moynihan Station Transportation Program	89,128	—	10,000	—	79,128
Total Interstate Transportation Network	15,063,220	912,605	614,817	—	15,361,008
AVIATION ^(b)					
LaGuardia ^(f)	3,946,816	80,847	222,404	—	3,805,259
JFK International	4,007,032	779,180	204,354	—	4,581,858
Newark Liberty International	4,617,445	429,118	241,026	—	4,805,537
Teterboro	190,252	24,746	13,438	—	201,560
New York Stewart International	127,331	997	11,723	—	116,605
Total Aviation	12,888,876	1,314,888	692,945	—	13,510,819
PORT					
Port Newark	714,785	50,362	32,531	—	732,616
Elizabeth Port Authority Marine Terminal	860,460	8,937	18,808	—	850,589
Brooklyn Port Authority Marine Terminal / Red Hook Terminal	76,245	(3,411)	7,493	—	65,341
Howland Hook Marine Terminal	415,079	980	10,078	—	405,981
Greenville Yard Port Authority Marine Terminal / NY NJ Rail LLC	183,937	5,107	6,618	—	182,426
Port Jersey-Port Authority Marine Terminal	470,123	14,543	15,730	—	468,936
Total Port	2,720,629	76,518	91,258	—	2,705,889
DEVELOPMENT					
Essex County Resource Recovery Facility	5,805	—	—	—	5,805
Industrial Park at Elizabeth	4,040	—	249	—	3,791
Teleport	284	—	284	—	—
Queens West Waterfront Development	80,217	—	565	—	79,652
Hoboken South Waterfront Development	48,559	—	1,049	—	47,510
Total Development	138,905	—	2,147	—	136,758
WORLD TRADE CENTER					
WTC Campus ^(c)	3,808,982	74,976	121,338	—	3,762,620
One World Trade Center	2,882,153	15,273	131,642	—	2,765,784
WTC Towers 2, 3 & 4 ^(d)	2,503,657	—	80,636	—	2,423,021
WTC Retail	1,585,705	1,898	46,561	—	1,541,042
Total World Trade Center	10,780,497	92,147	380,177	—	10,492,467
TOTAL ^(f)	\$ 41,592,127	\$ 2,396,158	\$ 1,781,344	\$ —	\$ 42,206,941
REGIONAL FACILITIES & PROGRAMS	\$ 8,429	\$ —	\$ 3,462	\$ —	\$ 4,967

^(a) Capital investment includes investment funded with capital contributions and is reduced by capital write-offs.

^(b) Facility capital investment amounts include projects funded with Passenger Facility Charges.

^(c) Capital investment includes campuswide infrastructure primarily related to utilities, roadways, WTC Memorial, WTC Vehicular Security Center and the WTC Chiller Plant.

^(d) Includes WTC net lessee required capital contributions related to the construction of WTC Towers 3 and 4.

^(e) Includes amounts previously reported as Gateway Early Work Program.

^(f) Includes amounts related to the LGA Terminal B landlord leasehold investment

Schedule G - Port Authority Facility Traffic (Unaudited)*

	2024	2023	2022	2021		
	AUTOMOBILES					
	George Washington Bridge	45,520,919	46,019,125	45,594,258	45,107,088	
	Lincoln Tunnel	16,280,739	16,545,912	17,181,771	15,631,752	
	Holland Tunnel	15,299,994	15,201,121	14,299,537	13,647,628	
	Staten Island Bridges	34,599,411	34,413,854	33,557,483	32,118,961	
	Subtotal Automobiles	111,701,063	112,180,012	110,633,049	106,505,429	
	BUSES					
	George Washington Bridge	262,713	239,769	256,445	277,876	
	Lincoln Tunnel	1,648,151	1,613,761	1,526,562	1,399,329	
	Holland Tunnel	56,252	52,541	43,961	38,187	
	Staten Island Bridges	146,661	148,171	156,059	142,270	
	Subtotal Buses	2,113,777	2,054,242	1,983,027	1,857,662	
	TRUCKS					
	George Washington Bridge	4,457,822	4,369,170	4,103,693	3,887,376	
	Lincoln Tunnel	1,093,329	1,094,781	979,555	870,595	
	Holland Tunnel	456,765	439,248	365,493	335,758	
	Staten Island Bridges	2,601,687	2,490,863	2,652,206	2,596,494	
	Subtotal Trucks	8,609,603	8,394,062	8,100,947	7,690,223	
	TOTAL VEHICLES					
	George Washington Bridge	50,241,454	50,628,064	49,954,396	49,272,340	
	Lincoln Tunnel	19,022,219	19,254,454	19,687,888	17,901,676	
	Holland Tunnel	15,813,011	15,692,910	14,708,991	14,021,573	
	Staten Island Bridges	37,347,759	37,052,888	36,365,748	34,857,725	
	Subtotal Vehicles	122,424,443	122,628,316	120,717,023	116,053,314	
TUNNELS AND BRIDGES (Eastbound Traffic)	PATH	Total passengers	57,247,481	50,467,805	42,582,013	29,245,022
		Passenger weekday average	186,120	164,590	137,016	90,941
MARINE TERMINALS		General cargo ^(a) (Metric tons)	35,724,771	32,383,857	39,736,739	36,505,473
		Containers (in twenty foot equivalent units)	8,698,526	7,810,005	9,493,664	8,985,929
		International waterborne vehicles	410,153	366,796	420,929	458,026
		Waterborne bulk commodities (in metric tons)	2,785,839	3,066,864	3,697,618	4,037,804
		CONTAINERS				
		New Jersey Marine Terminals	4,523,777	4,145,208	4,730,639	4,550,386
		New York Marine Terminals	271,603	182,945	522,008	429,348
		Subtotal Containers	4,795,380	4,328,153	5,252,647	4,979,734
BUS TERMINALS		BUS DEPARTURES				
		Port Authority Bus Terminal	954,211	902,419	862,645	840,000
		George Washington Bridge Bus Station	109,196	108,520	104,710	105,000
		PATH Journal Square Transportation Center Bus Station	311,000	329,000	289,000	289,704
		Total Departures	1,374,407	1,339,939	1,256,355	1,234,704
AVIATION		PLANE MOVEMENTS				
		John F. Kennedy International Airport	468,568	479,026	449,238	290,778
		LaGuardia Airport	353,061	360,164	352,582	175,765
		Newark Liberty International Airport	414,453	426,575	401,326	282,280
		New York Stewart International Airport	23,238	25,967	28,197	25,951
		Subtotal Plane Movements	1,259,320	1,291,732	1,231,343	774,774
		DOMESTIC PASSENGERS				
		John F. Kennedy International Airport	28,007,275	28,896,454	28,449,455	18,037,803
		LaGuardia Airport	31,813,670	30,576,140	27,807,585	15,319,871
		Newark Liberty International Airport	33,630,903	34,547,171	31,943,547	22,446,527
		New York Stewart International Airport	174,712	150,763	244,664	135,144
		Subtotal Domestic Passengers	93,626,560	94,170,528	88,445,251	55,939,345
		INTERNATIONAL PASSENGERS				
		John F. Kennedy International Airport	35,258,697	33,180,238	26,838,256	12,750,519
		LaGuardia Airport	1,730,273	1,808,820	1,286,207	281,192
	Newark Liberty International Airport	15,222,467	14,537,370	11,621,707	6,603,025	
	New York Stewart International Airport	102,080	103,102	53,287	—	
	Subtotal International Passengers	52,313,517	49,629,530	39,799,457	19,634,736	
	TOTAL PASSENGERS					
	John F. Kennedy International Airport	63,265,972	62,076,692	55,287,711	30,788,322	
	LaGuardia Airport	33,543,943	32,384,960	29,093,792	15,601,063	
	Newark Liberty International Airport	48,853,370	49,084,541	43,565,254	29,049,552	
	New York Stewart International Airport	276,792	253,865	297,951	135,144	
	Subtotal Passengers	145,940,077	143,800,058	128,244,708	75,574,081	
	CARGO-TONS					
	John F. Kennedy International Airport	1,672,227	1,587,861	1,545,624	1,573,598	
	LaGuardia Airport	5,749	6,026	6,662	6,328	
	Newark Liberty International Airport	711,556	700,163	746,801	791,442	
	New York Stewart International Airport	26,458	23,704	24,707	30,996	
	Subtotal Cargo-tons	2,415,990	2,317,754	2,323,794	2,402,364	
	Revenue mail-tons	87,689	104,919	145,329	146,672	

*Certain 2024 numbers reflect estimated data based on available year-end information and are subject to revision.

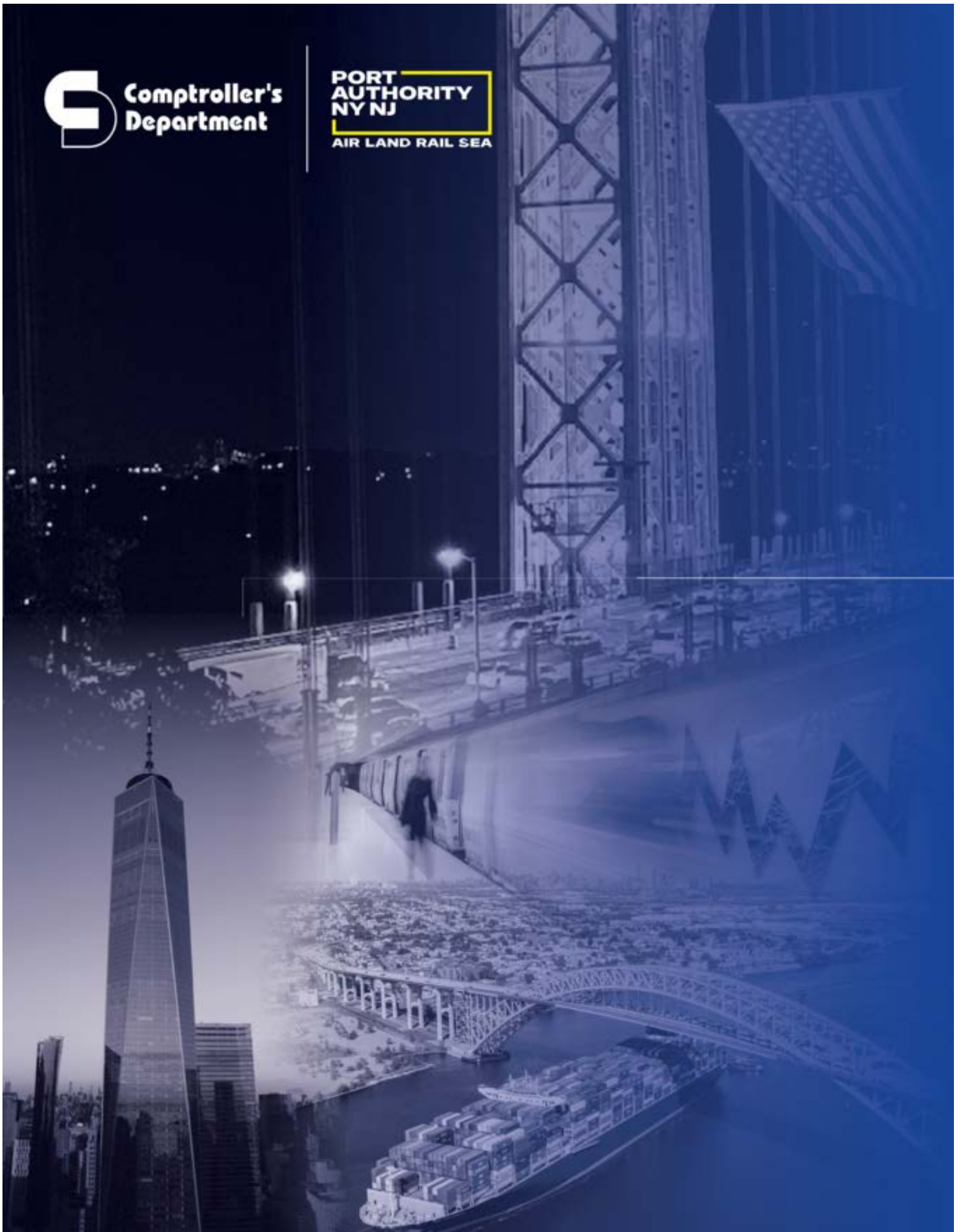
(a)International oceanborne general and bulk cargo as recorded in the New York - New Jersey Customs District.

Schedule G - Port Authority Facility Traffic (Unaudited)*

2020	2019	2018	2017	2016	2015
38,784,553	47,700,000	47,264,000	47,594,000	47,497,000	46,361,000
11,513,663	15,317,000	15,742,000	15,841,000	15,993,000	15,706,000
11,061,685	15,033,000	14,460,000	14,247,000	14,727,000	14,763,000
27,572,632	33,636,000	32,373,000	31,430,000	30,303,000	28,883,000
88,932,533	111,686,000	109,839,000	109,112,000	108,520,000	105,713,000
253,278	440,000	448,000	442,000	440,000	429,000
1,395,997	2,186,000	2,170,000	2,161,000	2,164,000	2,165,000
53,052	159,000	168,000	179,000	191,000	199,000
104,646	167,000	186,000	180,000	177,000	176,000
1,806,973	2,952,000	2,972,000	2,962,000	2,972,000	2,969,000
3,704,358	3,821,000	3,792,000	3,684,000	3,692,000	3,666,000
772,995	1,031,000	1,048,000	1,037,000	1,055,000	1,061,000
324,381	443,000	443,000	446,000	447,000	447,000
2,287,868	2,295,000	2,163,000	2,153,000	2,085,000	2,091,000
7,089,602	7,590,000	7,446,000	7,320,000	7,279,000	7,265,000
42,742,189	51,961,000	51,504,000	51,720,000	51,629,000	50,456,000
13,682,655	18,534,000	18,960,000	19,039,000	19,212,000	18,932,000
11,439,118	15,635,000	15,071,000	14,872,000	15,365,000	15,409,000
29,965,146	36,098,000	34,722,000	33,763,000	32,565,000	31,150,000
97,829,108	122,228,000	120,257,000	119,394,000	118,771,000	115,947,000
27,005,307	82,219,587	81,733,402	82,812,915	78,553,560	76,541,453
90,287	284,380	280,860	283,719	269,081	258,425
34,829,323	41,090,000	37,577,000	35,450,000	32,556,203	36,781,069
7,585,819	7,471,131	7,179,788	6,710,817	6,251,953	6,371,720
469,529	570,023	573,035	577,223	505,150	477,170
3,010,322	3,639,822	3,686,686	3,975,000	3,212,603	5,050,519
4,038,301	3,950,890	3,828,434	3,599,514	3,416,144	3,427,226
217,200	287,217	267,020	246,910	186,364	236,787
4,255,501	4,238,107	4,095,454	3,846,424	3,602,508	3,664,013
835,000	1,190,000	1,203,000	1,199,000	1,193,000	1,179,000
103,000	166,000	171,000	172,000	172,000	170,000
291,921	482,725	479,960	478,900	478,640	478,560
1,229,921	1,838,725	1,853,960	1,849,900	1,843,640	1,827,560
199,767	456,060	455,495	448,366	448,753	439,298
139,178	374,078	371,905	369,152	369,987	358,609
211,460	446,320	453,377	438,578	431,594	413,873
22,513	33,222	32,542	34,787	37,295	37,834
572,918	1,309,680	1,313,319	1,290,883	1,287,629	1,249,614
8,267,666	28,233,791	28,117,337	26,961,081	27,245,463	26,806,854
7,853,368	28,875,041	27,857,697	27,474,292	27,996,763	26,684,923
12,121,093	32,004,140	31,730,735	30,330,568	27,995,353	25,693,128
97,392	366,124	366,130	307,621	275,421	281,754
28,339,519	89,479,096	88,071,899	85,073,562	83,513,000	79,466,659
8,362,976	34,317,281	33,518,898	32,518,263	31,693,184	30,079,898
391,824	2,209,853	2,224,430	2,087,936	1,790,006	1,752,745
3,771,799	14,332,312	14,128,785	12,891,846	12,324,428	11,805,317
—	159,591	324,281	141,077	—	—
12,526,599	51,019,037	50,196,394	47,639,122	45,807,618	43,637,960
16,630,642	62,551,072	61,636,235	59,479,344	58,938,647	56,886,752
8,245,192	31,084,894	30,082,127	29,562,228	29,786,769	28,437,668
15,892,892	46,336,452	45,859,520	43,222,414	40,319,781	37,498,445
97,392	525,715	690,411	448,698	275,421	281,754
40,866,118	140,498,133	138,268,293	132,712,684	129,320,618	123,104,619
1,152,601	1,338,415	1,422,160	1,394,509	1,311,191	1,332,091
5,826	6,376	5,996	6,878	7,586	7,721
695,345	825,266	848,161	822,589	746,770	405,214
24,145	23,606	22,808	20,834	18,729	15,144
1,877,917	2,193,663	2,299,125	2,244,810	2,084,276	1,760,170
135,733	177,413	154,244	153,733	140,418	126,026

 **Comptroller's
Department**

**PORT
AUTHORITY
NY NJ**
AIR LAND RAIL SEA



APPENDIX B

**Condensed Enterprise Fund Financial Statements as of and
for the Nine-Month Period Ended September 30, 2025 (Unaudited)**

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The Port Authority of New York and New Jersey

Condensed Enterprise Fund Financial Statements as of and for the
Nine-month Period Ended September 30, 2025 (Unaudited)

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

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THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF AND FOR THE NINE-MONTH PERIOD ENDED SEPTEMBER 30, 2025 (UNAUDITED)

1. OVERVIEW OF THE FINANCIAL STATEMENTS

The following is an overview of the Port Authority of New York and New Jersey (the Port Authority) and its component units' business-type activities as of and for the nine-month period ended September 30, 2025. This overview is intended to serve as an introduction to the unaudited condensed enterprise fund financial statements which have been prepared in accordance with U.S. generally accepted accounting principles (U.S. GAAP) and should be read in conjunction with the Port Authority's audited financial statements and appended note disclosures for the year ended December 31, 2024, which are located in the corporate information section of the Port Authority's website.

Unaudited financial results for the nine-month period ended September 30, 2025, contained in these schedules are not necessarily indicative of the results for the twelve-month period ending December 31, 2025.

Management's Discussion and Analysis (MD&A) provides an assessment of how the Port Authority's financial position has changed and identifies the factors that, in management's view, significantly affected the Port Authority's overall financial position.

Condensed Enterprise Fund Financial Statements follow the MD&A and include three specific Financial Statements.

The Statement of Net Position provides information about the nature and amounts of investments in resources (Assets) and obligations (Liabilities) of the Port Authority, with the difference between the two reported as Net Position (Equity).

The Statement of Revenues, Expenses and Changes in Net Position shows how the Port Authority's overall Net Position changed during the nine-month periods ended September 30, 2025, and September 30, 2024.

The Statement of Cash Flows provides information about the Port Authority's cash receipts, cash payments, and net changes in cash resulting from operating activities, non-capital financing activities, capital and related financing activities, and investing activities for the nine-month periods ended September 30, 2025, and September 30, 2024.

2. FINANCIAL REPORTING ENTITY

The Port Authority was created in 1921 by Compact between the States of New York and New Jersey with the consent of the United States Congress. The Compact envisions the Port Authority as being financially self-sustaining. As such, the agency must raise the funds necessary for the improvement, construction or acquisition of its facilities and their operation primarily upon the basis of its own credit. Cash derived from Port Authority operations and other cash received may be disbursed only for specific purposes in accordance with provisions of various statutes and agreements with holders of its obligations and others. The costs of providing facilities and services to the general public on a continuing basis are recovered primarily from operating revenue sources, including rentals, tolls, fares, aviation and port fees, and other charges for the use of, and privileges at certain of the Port Authority's facilities.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF AND FOR THE NINE-MONTH PERIOD ENDED SEPTEMBER 30, 2025 (UNAUDITED)

3. BASIS OF ACCOUNTING

Port Authority business-type activities are accounted for using the flow of economic resources measurement focus and accrual basis of accounting. Assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position, including revenues and expenses, are accounted for in an enterprise fund with revenues recorded when earned and expenses recorded at the time liabilities are incurred.

The Port Authority follows U.S. generally accepted accounting principles as prescribed by the Governmental Accounting Standards Board (GASB).

Preparation of the unaudited condensed enterprise fund financial statements in conformity with U.S. GAAP requires management, where necessary, to make estimates and assumptions that affect the amounts reported in the condensed financial statements and accompanying notes. Such estimates and assumptions are subject to various uncertainties, the occurrence of which may cause differences between those estimates and assumptions and actual results.

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MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF AND FOR THE NINE-MONTH PERIOD ENDED SEPTEMBER 30, 2025 (UNAUDITED)

4. FINANCIAL STATEMENT COMPARISON FOR THE NINE-MONTH PERIOD ENDED SEPTEMBER 30, 2025 (in accordance with U.S. GAAP)

(\$ in thousands)	Nine Months Ended September 30, 2025	Nine-Months Ended September 30, 2024	Variance
Gross operating revenues	\$ 5,440,572	\$ 5,152,003	\$ 288,569
Operating expenses	(3,050,781)	(2,948,155)	(102,626)
Net operating income	2,389,791	2,203,848	185,943
Depreciation of facilities and landlord leasehold improvements	(1,319,731)	(1,311,012)	(8,719)
Amortization of lease assets, as lessee	(127,400)	(129,084)	1,684
Amortization of costs for regional programs	(4,824)	(2,716)	(2,108)
Income from operations	937,836	761,036	176,800
Financial income*	242,795	231,486	11,309
Interest expense, net**	(864,515)	(864,686)	171
Interest income, as lessor	119,837	117,711	2,126
Interest expense, as lessee	(155,034)	(156,601)	1,567
Net gain on disposal of assets and liabilities, including lease terminations	7	—	7
Grants and other non-operating revenues (expenses)***	20,482	112,187	(91,705)
Capital contributions	320,774	176,605	144,169
Passenger facility charges (PFCs)	217,275	221,528	(4,253)
Non-operating expenses, net	(98,379)	(161,770)	63,391
Increase (decrease) in net position	\$ 839,457	\$ 599,266	\$ 240,191

* Includes changes in fair market value of investments of \$90 million in 2025 and \$115 million in 2024.

** The nine-month periods ended September 30, 2025 and 2024, are net of \$24 million due the Port Authority for the reimbursement of Tower 4 Liberty Bond debt service payments from the World Trade Center (WTC) Tower 4 net lessee.

*** Includes pass-through grant payments to sub-recipients of \$437 thousand in 2025 and \$48 million in 2024.

Operating Revenues and Expenses

As outlined below, *Net operating income* for the nine months ended September 30, 2025, of \$2.4 billion increased \$186 million or 8% as compared to the same nine-month period of 2024, resulting from increased revenues, partially offset by higher operating expenses.

When compared to 2025 budgeted amounts, Net Operating Revenues (NOR) for the nine-month period ended September 30, 2025, was \$32 million or 1% higher than plan, primarily driven by higher than plan Aviation revenues.

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MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF AND FOR THE NINE-MONTH PERIOD ENDED SEPTEMBER 30, 2025 (UNAUDITED)

Gross operating revenues of \$5.4 billion are \$289 million or 6% higher than the same nine-month period of 2024.

- **Rentals**, including the straight-line amortization of deferred inflows of resources related to leases subject to GASB Statement No. 87, "*Leases*" (GASB Statement No. 87) totaled \$1.8 billion for the first nine months of 2025, an increase of \$97 million or 6% as compared to the same nine months of 2024 primarily due to scheduled fixed rent escalations at aviation facilities, and Port Authority marine terminals, and increased variable rents at John F. Kennedy International Air Terminal (JFKIAT) Terminal 4 and marine terminals resulting from increased activity levels.
- **Bridge and tunnel tolls** of \$1.6 billion increased \$92 million or 6% as compared to the same nine-month period of 2024, primarily due to higher toll rates and a reduction in net toll violations, partially offset by a 0.6% decrease in overall vehicular traffic volumes.
- **Aviation fees** of \$1.4 billion increased \$75 million, or 6% as compared to the same nine-month period of 2024. The increase was primarily due to: *a*) higher flight fees driven by increased recoverable costs; *b*) higher AirTrain ridership and fare rates; and, *c*) higher federal inspection fees related to international passengers at Newark Liberty International (EWR) Airport Terminal B.
- **Parking and other fees** of \$388 million decreased \$12 million, or 3% as compared to the same nine-month period of 2024 primarily due to a \$16 million reduction in public parking activity at aviation facilities, partially offset by a \$5 million increase from Port Authority Marine Terminal Cargo Facility Charges (CFCs) resulting from an increase in rates and a 3% increase in cargo container activity when compared to the first nine months of 2024.
- **Port Authority Trans-Hudson Corp. (PATH) fares** of \$132 million increased \$20 million or 18% compared to the same nine-month period of 2024 primarily due to a scheduled CPI-based fare increase totaling \$0.25 cents in January 2025 and a 7% increase in PATH ridership. PATH ridership for the first nine months of 2025, was 73% of pre-COVID-19 levels.

Operating expenses of \$3.1 billion are \$103 million or 3% higher than the same nine-month period in 2024.

- **Employee compensation** of \$1.6 billion increased \$65 million or 4% from the same nine-month period of 2024 primarily due to: *a*) higher healthcare costs for active employees; *b*) an increase in the actuarially determined Other Postemployment Benefits (OPEB) costs as a result of increased healthcare costs; and, *c*) an increase in headcount to reduce higher than expected vacancies that developed during COVID-19. These increases were partially offset by a decrease in overtime for public safety due to changes in operational needs and a year-over-year decrease in New York State & Local Retirement System (NYSLRS) pension costs.
- **Contract services** of \$930 million remained constant when compared to the same nine-month period of 2024. Increased contract services related to the JFK AirTrain were largely offset by a year over year decrease in third-party contract services and consultants at aviation, port and tunnel and bridge facilities.

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- **Rents and Payments in Lieu of Taxes (PILOT)** excluding the straight-line amortization of leased assets subject to GASB Statement No. 87 totaled \$94 million, an increase of \$22 million or 31% from the same nine-month period of 2024. These increases were primarily attributable to higher percentage rents due the cities of New York and Newark for the leasing of land at the Marine and Air Terminals driven by increased airport revenues and an increase in property values and property tax rates for the WTC campus.
- **Materials, equipment and other** totaled \$271 million, a decrease of \$17 million or 6% from the same nine-month period of 2024, primarily due to lower self-insured public liability loss reserves recognized in the first nine months of 2025 and lower capital asset write-offs when compared to the same nine-month period of 2024. Partially offsetting these decreases was an increase in alternative transportation for PATH customers during the one-month closure of the Hoboken PATH station closure to expedite critical construction and non-recurring expenses related to the decommissioning of buses at aviation facilities.
- **Utilities** of \$192 million increased \$30 million or 19% from the same nine-month period of 2024 primarily due to an increase in rates and usage of electricity and thermal steam at aviation facilities and the WTC, driven by colder temperatures in 2025 compared to 2024.

Non-Operating Revenue and Expense Activities

Depreciation and amortization, including the straight-line amortization of leased assets subject to GASB Statement No. 87 of \$1.5 billion was essentially unchanged from 2024. Approximately \$1.9 billion in capital construction projects were completed and placed into service for purposes of depreciation during the twenty-one months from January 2024 through September 2025, including elements of the: **a)** PATH Forward Program; **b)** EWR Airport Redevelopment Program; and, **c)** John F. Kennedy International (JFK) Airport Redevelopment Program.

Financial income of \$243 million increased \$11 million or 5% from the same nine-month period of 2024 primarily due to higher earnings on investment securities due to an increase in realized rates of return, partially offset by lower unrealized gains on United States government securities held in Port Authority investment accounts reflecting fluctuations in fixed income market interest rates.

Grants in connection with operating activities of \$20 million decreased \$92 million or 82% from the same nine-month period of 2024. This decrease was primarily due to the conclusion of COVID-19 federal funding under the America Rescue Plan Act (ARPA) for eligible aviation operating expenses, which ended in 2024.

Grants and Contributions in aid of construction of \$321 million increased \$144 million or 82% from the same nine-month period of 2024 primarily due to increases in capital contributions of: **a)** \$65 million from the New York State Department of Transportation (NYSDOT) for certain roadway improvements at JFK Airport; **b)** \$45 million from the FAA primarily for improvements of runways at EWR Airport; **c)** \$40 million from the Federal Transit Administration (FTA) for improvements to the Hoboken PATH station; and, **d)** \$15 million from terminal operators for the redevelopment of JFK Airport. These increases were partially offset by \$20 million in lower Federal Emergency Management Agency (FEMA) capital contributions for PATH Superstorm Sandy restoration and resiliency projects as those projects near completion.

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Passenger facility charges (PFCs) of \$217 million remained relatively constant when compared to the same nine-month period of 2024 and is consistent with passenger activity.

Interest expense, net of \$865 million, remained relatively constant when compared to the same nine-month period of 2024 primarily due to the scheduled issuance of additional Consolidated Bonds to fund capital construction offset by debt service savings resulting from the refunding of certain Consolidated Bonds to achieve debt service savings.

Assets

Port Authority assets totaled \$66.5 billion at September 30, 2025, an increase of \$2.9 billion from December 31, 2024. This net increase is primarily due to:

- **Facilities, net** of \$42.0 billion increased approximately \$883 million from December 31, 2024, primarily due to increased investments in capital infrastructure assets of \$2.2 billion primarily at aviation facilities and the Port Authority Bus Terminal during the first nine months of 2025, less year-to-date depreciation of \$1.3 billion related to all capital infrastructure assets.

Capital Investment by Primary Business Segment, Year-to-Date September 30, 2025

(\$ in millions)	2025*	2024*
Aviation**	\$ 1,227	\$ 884
Tunnels, Bridges & Terminals	536	433
PATH	285	273
Port Department	64	56
WTC (including WTC Transportation Hub)	41	72
Total	\$ 2,153	\$ 1,718

* Business segment capital investment includes Security capital projects of \$13 million and non-Port Authority managed capital projects of \$60 million in 2025, respectively and \$18 million and \$12 million, in 2024, respectively.

* Includes landlord leasehold capital investment related to LGA Terminal B of \$2 million in 2024.

- **Receivables (including restricted amounts)** of \$2.2 billion increased \$567 million from December 2024 primarily due to: **a)** higher amounts due related to a marine terminal lease extension in 2025; and, **b)** higher E-ZPASS® tolls due from other tolling agencies, reflecting timing differences in the remittance of toll collections. These increases were partially offset by cash receipts from the FTA and FEMA for PATH Superstorm Sandy restoration and resiliency capital projects and the receipt of recorded receivables for contributions from terminal operators related to the JFK Airport New Terminal One project.
- **Cash and Investments (including PFCs and Port Authority Insurance Captive Entity (PAICE) restricted investments)** of \$7.8 billion increased \$1.7 billion when compared to December 2024, primarily due to: **a)** the investment of Consolidated Bond proceeds which will be used in October to refund \$1.2 billion of outstanding Consolidated Bonds to achieve debt service savings; **b)** increased tolls and fares; and, **c)** increased cash receipts for aviation fees. These increases were partially offset by: **d)** increased employer contributions to the New York State and Local Retirement System (NYSLRS); **e)** increased payments to contractors for capital construction

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projects; and, *f*) increased rent payments to the cities of New York and Newark for the leasing of land related to municipal air and marine terminals.

Cash flows from operations of \$2.4 billion remained constant compared with the same nine-month period in 2024. The decrease is primarily due to higher payments to third-party contractors, municipalities and NYSLRS. These decreases were largely offset by increases in revenues.

Port Authority Investments, including PFC's

Port Authority's investments, summarized below, are allocated to: *a*) United States Treasury notes (63%); *b*) State and Local Government Series securities (17%); *c*) United States Treasury obligations held pursuant to repurchase agreements (16%); *d*) United States Treasury bills (2%); *e*) United States government agency obligations (2%) and, *f*) Municipal bonds (<1%).

Investment Type, at fair value*	Fair Value Hierarchy Levels***	September 30, 2025 <small>(In thousands)</small>	Weighted Average Maturity <small>(In days)</small>
United States Treasury notes	Level 1	\$ 4,552,974	648
State and Local Government Series securities****	—	1,232,403	15
United States Treasury obligations held pursuant to repurchase agreements****	—	1,199,417	1
United States Treasury bills	Level 1	137,874	8
United States government agency obligations	Level 2	124,986	1
Municipal bonds	Level 2	4,945	166
Total Investments**		\$ 7,252,599	
Portfolio Weighted Average Maturity			410

* Excludes cash and investments of approximately \$2.1 billion held in the Port Authority of NY and NJ Retiree Health Benefits Trust.

** Excludes accrued interest receivable amounts of \$41 million.

*** 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 principle-to-principle 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.

**** State and Local Government Series securities are special purpose securities the U.S. Treasury issues to state and local governments to assist with compliance of federal tax laws and IRS regulations governing the investment of cash proceeds generated from tax-exempt bond issuances.

***** Investments are valued at unamortized cost.

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PAICE Investments

PAICE's investments, summarized below, are allocated: *a)* to United States Treasury notes (38%); *b)* Taxable municipal securities (22%); *c)* Corporate bonds (20%); *d)* Mortgage-backed securities (15%); and, *e)* Asset-backed securities (5%).

Investment Type, at fair value	Fair Value Hierarchy Levels**	September 30, 2025	Weighted Average Maturity
		(In thousands)	(In days)
United States Treasury notes	Level 1	\$ 76,787	1,924
Taxable municipal securities	Level 2	45,096	6,123
Corporate bonds	Level 2	40,513	4,307
Mortgage-backed securities	Level 2	29,505	2,719
Asset-backed securities	Level 2	9,717	757
Total Investments*		\$ 201,618	
Portfolio Weighted Average Maturity			3,402

* Excludes \$360 million in intercompany loans to the Port Authority and accrued interest receivable of approximately \$2 million.

** 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 principle-to-principle 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.

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MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF AND FOR THE NINE-MONTH PERIOD ENDED SEPTEMBER 30, 2025 (UNAUDITED)

Liabilities

Port Authority liabilities totaled \$43.6 billion at September 30, 2025, an increase of \$1.4 billion from December 31, 2024.

- **Bonds and other asset financing obligations** of \$29.3 billion increased \$1.2 billion from December 31, 2024, primarily due to the issuance of Consolidated Bonds for purposes of refunding Consolidated Bonds in October 2025 and to provide funding for capital construction projects.

Bonds and other financing obligations, excluding Tower 4 Liberty Bonds of \$1.2 billion, are shown below.

(\$ in millions)	Opening	Issued/ Accrued	Refunded/ Retired	Ending
	Balance Jan. 1, 2025			Balance Sep. 30, 2025
Consolidated Bonds	\$ 24,706	\$ 1,739	\$ 571	\$ 25,874
Special Obligation Institutional Loan Program	413	14	—	427
Variable Rate Master Notes	45	—	20	25
Marine Ocean Terminal at Bayonne Peninsula (MOTBY) Obligation	35	—	3	32
Goethals Bridge Replacement Developer Financing Arrangement	1,017	—	3	1,014
Hudson Tunnel Project Support Obligation	5	38	—	43
Subtotal-Principal	26,221	1,791	597	27,415
Unamortized premium/(discount)	1,850	134	115	1,869
Total	\$ 28,071	\$ 1,925	\$ 712	\$ 29,284

- **Accounts payable** of \$1.2 billion decreased \$68 million from December 31, 2024, primarily due to employer contributions being paid to NYSLRS in February 2025 and decreases in payables to third-party contractors.
- **Accrued payroll, pension and other employee benefits** of \$4.4 billion increased \$368 million from December 31, 2024, primarily due to an increase in the actuarially determined OPEB net liability due to increases in healthcare costs.
- **Accrued Interest and Other Liabilities** of \$1.2 billion decreased \$12 million from December 31, 2024, primarily due to: *a*) drawdown from the application of NYSDOT funds received in 2024 related to JFK Airport access road improvements, and, *b*) rent payments to the cities of New York and Newark for the leasing of municipal air and marine terminals. These decreases were partially offset by: *c*) an increase in debt service on outstanding Consolidated Bonds due to timing differences in payments; and, *d*) an increase in prepaid tolls collected from E-ZPASS® customers.

CONDENSED STATEMENTS OF NET POSITION -- UNAUDITED*

	SEPTEMBER 30, 2025	DECEMBER 31, 2024
	<u>(\$ in thousands)</u>	
Assets		
Facilities, net	\$ 42,001,922	\$ 41,118,923
Cash and investments - unrestricted	7,456,097	5,783,545
Cash and investments - restricted, including PFC and PAICE	370,503	333,382
Receivables, including restricted amounts	2,168,004	1,600,799
Amounts receivable - Tower 4 Liberty Bonds	1,230,305	1,230,305
Unamortized costs for regional programs	143	4,967
Lease receivable, as lessor	4,583,541	4,644,349
Lease assets	6,644,995	6,772,115
Landlord leasehold investment-LGA Terminal B	1,038,788	1,088,018
Other assets	968,987	1,000,328
Total assets	<u>66,463,285</u>	<u>63,576,731</u>
Deferred outflows of resources		
Loss on debt refundings	40,326	44,927
Pension related amounts	469,352	666,380
OPEB related amounts	1,074,010	1,074,010
Total deferred outflows of resources	<u>1,583,688</u>	<u>1,785,317</u>
Liabilities		
Bonds and other asset financing obligations	29,283,626	28,070,697
Amounts payable - Tower 4 Liberty Bonds	1,230,305	1,230,305
Lease liabilities, as lessee	6,263,332	6,335,613
Accounts payable	1,159,382	1,227,135
Accrued payroll, pension and other employee benefits	4,415,236	4,047,357
Accrued interest and other liabilities	1,234,841	1,246,371
Total liabilities	<u>43,586,722</u>	<u>42,157,478</u>
Deferred inflows of resources		
Gain on debt refundings	323,594	287,639
Pension related amounts	105,842	267,044
OPEB related amounts	34,305	34,305
Leases, as lessor	5,625,983	5,084,512
Total deferred inflows of resources	<u>6,089,724</u>	<u>5,673,500</u>
Net position	<u>\$ 18,370,527</u>	<u>\$ 17,531,070</u>

* see footnote (*) on page [12](#)

**CONDENSED STATEMENTS OF REVENUES,
EXPENSES AND CHANGES IN NET POSITION - UNAUDITED***

	NINE MONTHS ENDED SEPTEMBER 30,	
	2025	2024
	(\$ in thousands)	
Gross operating revenues:		
Bridge and tunnel tolls	\$ 1,594,230	\$ 1,501,866
PATH fares	131,721	111,568
Rentals	1,841,544	1,744,487
Aviation fees	1,352,740	1,278,152
Parking and other revenues	388,123	399,698
Utilities	132,214	116,232
Total gross operating revenues	<u>5,440,572</u>	<u>5,152,003</u>
Operating expenses:		
Employee compensation, including benefits	1,563,642	1,498,664
Contract services	929,883	928,078
Rents and payments in-lieu-of taxes (PILOT)	94,361	72,061
Materials, equipment and other	271,347	288,274
Utilities	191,548	161,078
Total operating expenses before depreciation, amortization and other operating expenses	<u>3,050,781</u>	<u>2,948,155</u>
Depreciation of facilities and landlord leasehold improvements	1,319,731	1,311,012
Amortization of lease assets, as lessee	127,400	129,084
Amortization of costs for regional programs	4,824	2,716
Income from operations	<u>937,836</u>	<u>761,036</u>
Non-operating revenues and (expenses):		
Financial income	242,795	231,486
Grants, in connection with operating activities	20,482	112,187
Contributions in aid of construction	320,774	176,605
Passenger facility charges	217,275	221,528
Interest expense in connection with bonds and other asset financing	(864,515)	(864,686)
Interest income, as lessor	119,837	117,711
Interest expense, as lessee	(155,034)	(156,601)
Net gain on disposal of assets and liabilities, including lease terminations	7	—
Net non-operating revenues and (expenses)	<u>(98,379)</u>	<u>(161,770)</u>
Increase in net position	839,457	599,266
Net position, January 1,	17,531,070	16,661,541
Net position, September 30,	<u>\$ 18,370,527</u>	<u>\$ 17,260,807</u>

* see footnote (*) on page [12](#)

CONDENSED STATEMENTS OF CASH FLOWS – UNAUDITED*

	NINE MONTHS ENDED SEPTEMBER 30,	
	2025	2024
	(\$ in thousands)	
Net cash provided by operating activities	\$ 2,367,160	\$ 2,357,902
Net cash provided by noncapital financing activities	41,911	102,488
Net cash used for capital construction and related financing activities	(947,109)	(1,927,266)
Net cash provided by used for investing activities	<u>(1,403,564)</u>	<u>(551,396)</u>
Net decrease in cash	58,398	(18,272)
Cash at beginning of year	270,959	280,705
Cash at September 30,	<u>\$ 329,357</u>	<u>\$ 262,433</u>

* The unaudited Condensed Statements of Net Position, Statements of Revenues, Expenses and Changes in Net Position and Statements of Cash Flows have been prepared, subject to audit, adjustment and reconciliation, solely for general information purposes, in accordance with U.S. generally accepted accounting principles. This unaudited condensed financial information should be read in conjunction with the Financial Statements of The Port Authority of New York and New Jersey, and its component units (collectively the Port Authority) and the accompanying note disclosures and schedules for the year ended December 31, 2024.

CONDENSED FINANCIAL INFORMATION ON PORT AUTHORITY FACILITIES – UNAUDITED

Nine Months Ended September 30, 2025

	Gross Operating Revenues *	Operating Expenses	Depreciation and Amortization	Amortization of Lease Assets	Income (Loss) from Operations	Interest, Grants & Other Expenses **	Capital Contributions & PFC's	Increase/ (Decrease) in Net Position
	(\$ in thousands)							
Tunnels, Bridges, and Terminals	\$ 1,631,062	\$ 565,008	\$ 237,390	\$ 161	\$ 828,503	\$ 164,618	\$ 15,019	\$ 678,904
PATH	141,843	477,664	204,994	48	(540,863)	119,905	82,158	(578,610)
Aviation	3,066,117	1,601,203	520,271	113,861	830,782	281,141	425,033	974,674
Port Commerce	314,370	141,548	67,770	6,319	98,733	46,983	6,290	58,040
World Trade Center	261,934	287,184	277,583	—	(302,833)	12,760	9,549	(306,044)
Other***	24,965	16,199	16,547	16	(7,797)	11,021	—	(18,818)
Corporate and Centralized Support Lease Agreements****	281	(38,025)	—	6,995	31,311	—	—	31,311
Total	\$ 5,440,572	\$ 3,050,781	\$ 1,324,555	\$ 127,400	\$ 937,836	\$ 636,428	\$ 538,049	\$ 839,457

Nine Months Ended September 30, 2024

	Gross Operating Revenues *	Operating Expenses	Depreciation and Amortization	Amortization of Lease Assets	Income (Loss) from Operations	Interest, Grants & Other Expenses **	Capital Contributions & PFC's	Increase/ (Decrease) in Net Position
	(\$ in thousands)							
Tunnels, Bridges, and Terminals	\$ 1,542,099	\$ 564,126	\$ 237,575	\$ 36	\$ 740,362	\$ 159,526	\$ 24,927	\$ 605,763
PATH	122,625	455,512	192,786	48	(525,721)	115,338	41,692	(599,367)
Aviation	2,919,366	1,504,997	518,592	115,093	780,684	209,735	308,535	879,484
Port Commerce	290,208	152,690	63,696	6,328	67,494	46,166	9,833	31,161
World Trade Center	252,936	290,277	286,160	—	(323,501)	17,966	13,146	(328,321)
Other***	19,388	10,886	14,919	264	(6,681)	11,172	—	(17,853)
Corporate and Centralized Support Lease Agreements****	5,381	(30,333)	—	7,315	28,399	—	—	28,399
Total	\$ 5,152,003	\$ 2,948,155	\$ 1,313,728	\$ 129,084	\$ 761,036	\$ 559,903	\$ 398,133	\$ 599,266

* Gross Operating Revenues include the straight-line amortization of deferred inflows of resources related to leases recognized under GASB Statement No. 87.

** Amounts are net of \$24 million due the Port Authority at September 30, 2025 and 2024 for the reimbursement of Tower 4 Liberty Bond debt service payments from the WTC Tower 4 net lessee. Amounts also include Grants in connection with operating activities, Pass-through grant program payments; and gains or losses generated by the disposition of assets, if any.

*** Other includes Development Facilities, certified Regional facilities and Ferry Transportation

****Includes amounts related to space leases entered into for the purpose of providing corporate-wide and centralized operational support services that are subject to GASB Statement No. 87.

Note: These unaudited schedules related to Port Authority Facilities have been prepared, subject to audit, adjustment and reconciliation, solely for general information purposes, in accordance with U.S. generally accepted accounting principles. This unaudited financial information should be read in conjunction with the Financial Statements of The Port Authority of New York and New Jersey, and its component units (collectively the Port Authority) and the accompanying note disclosures and schedules for the year ended December 31, 2024.

Revenue and Reserves-Unaudited (pursuant to Port Authority bond resolutions)

	Nine Months Ended September 30, 2025	Nine Months Ended September 30, 2025	Nine Months Ended September 30, 2024
(\$ in thousands)	(Actual)	(Budget)	(Actual)
Gross operating revenues	\$ 5,490,117	\$ 5,327,515	\$ 5,210,888
Total operating expenses	(3,315,988)	(3,185,382)	(3,214,991)
Net operating revenues	2,174,129	2,142,133	1,995,897
Grants and contributions in aid of construction	541,256	412,701	288,793
Application of Passenger Facility Charges	215,477	232,632	220,944
Financial income and other	266,870	137,472	255,726
Net revenues available for debt service	3,197,732	2,924,938	2,761,360
Interest expense - operations	(817,872)	(813,592)	(848,735)
Interest expense incurred during construction*	(142,195)	(158,092)	(107,414)
Debt retirement principal payments	(260,031)	(260,031)	(147,788)
Total Debt service**	(1,220,098)	(1,231,715)	(1,103,937)
Net Revenues after Debt Service and Transfers to Reserves***	\$ 1,977,634	\$ 1,693,223	\$ 1,657,423

* In accordance with GASB Statement No. 89, effective January 1, 2021, interest expense incurred during construction can no longer be capitalized as a capital project cost; the 2025 capital budget includes capitalized interest and is shown above for comparison purposes.

** Includes debt service on Consolidated Bonds and Special obligations of the Port Authority. Special Obligations includes the Special Obligation Institutional Loan Program, Variable rate master notes, the MOTBY obligation, Tower 4 Liberty Bonds, the Goethals Bridge Replacement Developer Financing Arrangement and the Hudson Tunnel Support Obligation.

***Excludes the application of funds from the Consolidated Bond Reserve Fund for purposes of funding direct capital investment in Port Authority Facilities.

Facility Traffic – Unaudited

(In thousands)	Nine Months Ended September 30, 2025*	Nine Months Ended September 30, 2024	Nine Months Ended September 30, 2019	2025 Volumes as % of 2024 Volumes	2025 Volumes as % of 2019 Volumes
Total Passengers, Aviation	107,116	109,579	106,055	97.8 %	101.0 %
Total Vehicles, Bridges and Tunnels	90,809	91,336	91,268	99.4 %	99.5 %
Total Passengers, PATH	45,008	41,948	61,706	107.3 %	72.9 %
PATH Passengers, Average Weekday Ridership	196	183	285	107.1 %	68.8 %
Total Cargo Containers (TEU), Marine Terminals	6,788	6,587	5,620	103.1 %	120.8 %
Total Rail Lifts, Marine Terminals	544	488	499	111.5 %	109.0 %

* 2025 facility traffic information contains estimated data based on available information and is subject to revision.

The below table provides a reconciliation of the *Condensed Statements of Revenues, Expenses and Changes in Net Position* on page [11](#) of this report to the *Revenue and Reserves (pursuant to Port Authority bond resolutions)* schedule presented on page [14](#).

	Nine Months Ended September 30,	
	2025	2024
	(In thousands)	
Increase in Net position reported on Statements of Revenues, Expenses and Changes in Net Position	\$ 839,457	\$ 599,266
Less GAAP only revenues:		
PFC Collections and interest income/fair value adjustment	(217,572)	(221,677)
GASB Statement No. 87 amortization of leases, as lessor	(224,187)	(221,870)
GASB Statement No. 87 interest income, as lessor	(119,837)	(117,711)
Amortization of lease extension	(10,793)	—
Gain on debt defeasance	(216)	—
Add GAAP only expenses:		
Depreciation of facilities and landlord leasehold investment	1,319,731	1,311,012
Interest expense in connection with bonds and other asset financing, principal and interest	864,440	864,648
Amortization of costs for regional programs	4,824	2,716
GASB Statement No. 87 amortization of leases, as lessee	127,400	129,084
GASB Statement No. 96 amortization of SBITAs	5,474	5,728
GASB Statement No. 87 interest expense, as lessee	155,034	156,601
GASB Statement No. 96 SBITA interest expense	75	38
Loss on disposal of assets, including lease terminations	210	—
Total GAAP adjustments	1,904,583	1,908,569
Add Bond Resolutions only revenues:		
Fixed rentals received from lessees*	284,524	280,758
Application of PFCs	215,477	220,944
4 WTC Liberty Bond principal and interest payments	24,372	24,388
Application of Lease Extension Payment	200,000	—
Less Bond Resolutions only expenses:		
Fixed rent payments paid to lessees*	(269,664)	(268,301)
SBITA payments	(1,017)	(4,264)
Debt service, including premium and discount	(1,220,098)	(1,103,937)
Total Bond Resolutions adjustments	\$ (766,406)	\$ (850,412)
Total	\$ 1,977,634	\$ 1,657,423
Net revenues after debt service and transfers to reserves	\$ 1,977,634	\$ 1,657,423

* Related to lease agreements that are subject to GASB Statement No. 87.

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