

# CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

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Lucius J. Kellam, Jr. Bridge-Tunnel



CHESAPEAKE BAY  
BRIDGE-TUNNEL



Financial Statements & Quarterly Report  
June 30, 2024

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

Quarterly Report for the Period Ending

June 30, 2024

### Overview of the Financial Statements

The Chesapeake Bay Bridge and Tunnel District's (the District) financial report for the quarter ended June 30, 2024 provides long-term and short-term information about the District's overall financial status. This report consists of two parts: management's discussion and analysis and the basic financial statements, including notes to the basic financial statements. Management's discussion and analysis introduces the basic financial statements and provides an analytical overview of the District's financial activities. The basic financial statements are the statements of net position as of June 30, 2024 and 2023, the related statements of revenues, expenses, and changes in net position and the statements of cash flows for the quarter and year then ended. The notes to the basic financial statements consist of information that is essential to a user's understanding of the basic financial statements.

As it is considered a special-purpose government engaged only in business-type activities, the District follows enterprise fund reporting; accordingly, the basic financial statements are presented using the economic resources measurement focus and the accrual basis of accounting. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of nonbridge-tunnel infrastructure assets is recognized in the statements of revenues, expenses, and changes in net position. All assets and deferred outflows of resources and liabilities and deferred inflows of resources resulting from the operation of the District are included in the statements of net position.

### Financial Highlights for the Quarter

- Gross toll revenues before deductions for the fourth quarter of fiscal year 2024 (Q4 FY24) were \$20,775,466 and were 12.1% more than toll revenues in the fourth quarter of fiscal year 2023 (Q4 FY23). During Q4 FY24, total revenue vehicles of 1,134,977 crossed the District's facility. This represents a decrease in vehicular traffic of 23,870, or 2.1% from Q4 FY23.
- The District implemented a toll rate increase of approximately 10% on January 1, 2024. As a result, all 3 months in the quarter were all time record highs for toll revenue.
- Other revenues totaled \$299,355 in Q4 FY24 and totaled \$341,967 in Q4 FY23, which is a decrease of \$42,612 or 12.5%.
- Operating expenses before District facility expenses in Q4 FY24 totaled \$4,774,757, which is an increase in operating expenses of \$317,717 or 7.1% from Q4 FY23.
- Facility expenses for Q4 FY24 were a net credit of \$265,388 compared to \$1,367,605 in Q4 FY23. The unusual credit was due to a refund for a prior period overpayment to a vendor for \$102,557 and the capitalization of \$1,424,193 of prior period expenses as fixed assets. District facility expenses primarily include preservation expenses for bridge and tunnel assets. Preservation expenses are predominantly large complex repairs and renovations and depending on the nature of the preservation expense can vary greatly from year to year.
- Net non-operating revenues in Q4 FY24 total \$1,090,649. In comparison to net non-operating expenses of \$568,038 in Q4 FY23, this represents an increase in non-operating revenues of \$1,658,687. The difference is primarily the result of an increase in interest income and a decline in interest expense compared to Q4 FY23.

## **CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**

Quarterly Report for the Period Ending

June 30, 2024

- Total net position at June 30, 2024 was \$890,026,361 a 7.6 % increase over total net position at June 30, 2023.

### **Contacting the District's Financial Management**

This financial report is designed to provide the bondholders, customers, and other interested parties with a general overview of the District's finances and to demonstrate the District's accountability for the money it receives. If you have any questions about this report or need additional financial information, address your request to the Executive Director or the Deputy Director of Finance and Operations, 32386 Lankford Highway, Cape Charles, Virginia 23310.

**Chesapeake Bay Bridge and Tunnel District**  
**Statements of Net Position**  
**June 30, 2024 and 2023**

<b>Assets and Deferred Outflows of Resources</b>	<b>2024</b>	<b>2023</b>
Current assets:		
Cash	\$ 1,448,702	1,274,398
Investments	77,774,258	112,667,197
Accounts receivable and accrued interest receivable, net	2,726,940	2,730,678
Lease Receivable	1,053,846	1,093,429
Prepaid expenses and other assets	1,140,278	1,039,117
Total current assets	84,144,024	118,804,819
Restricted assets:		
Cash	34,492	32,131
Investments	260,757,096	671,209,871
Accrued interest receivable	1,824,645	71,930
Total restricted assets	262,616,233	671,313,932
Investments	252,363,684	232,806,940
Long term lease receivable	3,463,769	4,609,491
Capital assets:		
Bridge and tunnel facilities	422,370,201	422,370,201
Construction in progress - Parallel Thimble Shoal Tunnel	652,690,890	546,251,908
Construction in progress - Parallel Chesapeake Tunnel	3,476,500	3,476,500
Land	5,232,907	5,232,907
Miscellaneous capital assets, net of accumulated depreciation	5,223,886	4,343,305
Total capital assets	1,088,994,384	981,674,821
Bond insurance costs, net of accumulated amortization	2,071,037	2,183,329
Deferred outflows of resources:		
Pension	1,945,385	2,047,240
RHIP OPEB	539,534	951,385
GLI OPEB	112,009	105,781
Total deferred outflows of resources	2,596,928	3,104,406
Total assets and deferred outflows of resources	\$ 1,696,250,059	2,014,497,738

**Chesapeake Bay Bridge and Tunnel District**  
**Statements of Net Position**  
**June 30, 2024 and 2023**

<b>Liabilities, Deferred Inflows and Net Position</b>	<b>2024</b>	<b>2023</b>
<b>Current liabilities:</b>		
Accounts payable & accrued expenses	\$ 29,641,773	15,722,218
Current portion of long-term debt	-	382,598,029
Accrued interest	12,030,635	21,470,729
Unearned revenues	732,389	677,845
Total current liabilities	42,404,797	420,468,821
<b>Long-term liabilities:</b>		
Long-term debt, net of current portion	739,138,027	740,673,781
Net pension liability	13,774,988	13,051,028
Net RHIP OPEB Liability	4,635,569	5,749,406
Net GLI OPEB Liability	460,656	466,106
Total long-term liabilities	758,009,240	759,940,321
<b>Deferred inflows of resources:</b>		
Pension	748,163	1,408,036
RHIP OPEB	917,478	181,945
GLI OPEB	94,364	129,141
Lease Receivable	4,049,656	5,125,736
Total deferred inflows of resources	5,809,661	6,844,858
Total liabilities and deferred inflows of resources	806,223,698	1,187,254,000
<b>Commitments and contingencies</b>		
<b>Net position:</b>		
Net investment in capital assets	541,925,403	76,150,261
Restricted for debt service	36,278,906	422,885,892
Restricted for forfeited property	15,621	13,260
Unrestricted	311,806,431	328,194,325
Total net position	890,026,361	827,243,738
Total liabilities, deferred inflows of resources, and net position	\$ 1,696,250,059	2,014,497,738

**Statement of Revenues, Expenses, and Changes in Net Position  
As of June 30, 2024 & 2023**

	Three Months Ended		Twelve Months Ended	
	June, 2024	June, 2023	June, 2024	June, 2023
<b>Operating Revenues:</b>				
Toll	\$ 20,257,470	18,171,360	70,990,494	67,268,583
Other	299,355	341,967	1,355,822	1,382,876
<b>Total Operating Revenues</b>	<b>20,556,825</b>	<b>18,513,327</b>	<b>72,346,316</b>	<b>68,651,459</b>
<b>Operating Expenses:</b>				
Administration	152,964	102,400	606,299	424,528
Finance	258,677	236,604	987,350	946,552
Operations	1,368,745	1,190,960	5,471,070	4,819,436
Maintenance	1,238,296	1,199,668	4,657,717	4,518,019
General	1,398,008	1,394,518	5,088,910	4,639,461
Consultants	160,143	151,933	654,309	773,236
Utilities	197,924	180,957	874,684	765,355
<b>Total Operating Expenses Before District Facility Expenses</b>	<b>4,774,757</b>	<b>4,457,040</b>	<b>18,340,339</b>	<b>16,886,587</b>
<b>District Facility Expenses:</b>				
Insurance	369,887	397,512	1,551,524	1,437,921
Depreciation	136,707	182,234	543,612	636,758
Bridge and Tunnel Preservation	(46,243)	1,133,566	2,388,139	2,312,898
Other	(725,739)	(345,707)	42,269	121,831
<b>Total district facility expenses</b>	<b>(265,388)</b>	<b>1,367,605</b>	<b>4,525,544</b>	<b>4,509,408</b>
<b>Total Operating and District Facility Expenses</b>	<b>4,509,369</b>	<b>5,824,645</b>	<b>22,865,883</b>	<b>21,395,995</b>
<b>Operating Income (Loss)</b>	<b>16,047,456</b>	<b>12,688,682</b>	<b>49,480,433</b>	<b>47,255,464</b>
<b>Nonoperating Revenues (Expenses):</b>				
Change in fair value of investments	2,045,271	3,553,334	22,725,321	11,165,440
Interest income	4,678,281	2,910,605	15,076,998	9,255,953
Interest expense	(5,659,452)	(7,035,977)	(24,527,363)	(24,173,272)
Gain (loss) on asset disposal	26,549	4,000	26,549	4,000
Other revenue/expense, net	-	-	685	(15,907)
<b>Total Nonoperating Revenues (Expenses), net</b>	<b>1,090,649</b>	<b>(568,038)</b>	<b>13,302,190</b>	<b>(3,763,786)</b>
<b>Increase (Decrease) in net position</b>	<b>17,138,105</b>	<b>12,120,644</b>	<b>62,782,623</b>	<b>43,491,678</b>
<b>Total net position, beginning of period</b>	<b>872,888,256</b>	<b>815,123,094</b>	<b>827,243,738</b>	<b>783,752,060</b>
<b>Total net position, end of period</b>	<b>\$ 890,026,361</b>	<b>827,243,738</b>	<b>890,026,361</b>	<b>827,243,738</b>

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**

Statements of Cash Flows

For the period ended June 30, 2024 and 2023

	<u>Q4 FY2024</u>	<u>Q4 FY2023</u>	<u>FY 2024</u>	<u>FY 2023</u>
Cash flows from operating activities:				
Toll collections from customers	\$ 19,715,469	17,912,410	69,997,756	66,886,847
Scrip sales	79,968	58,980	288,420	237,040
Leasing revenue	548,409	260,172	1,533,157	1,134,710
Payments to employees for services and employee benefits	(4,083,124)	(3,795,853)	(15,168,874)	(14,295,484)
Payments to suppliers and consultants	(1,622,937)	(2,215,083)	(6,861,171)	(5,696,460)
Other	<u>678,134</u>	<u>(506,514)</u>	<u>810,917</u>	<u>(997,328)</u>
Net cash provided by (used in) operating activities	<u>15,315,919</u>	<u>11,714,112</u>	<u>50,600,205</u>	<u>47,269,325</u>
Cash flows from investing activities:				
Purchases of investments	(302,629,412)	(577,883,371)	(1,390,062,030)	(1,942,470,872)
Interest income	3,800,850	2,909,868	13,165,584	8,889,455
Sales and maturities of investments	<u>320,885,218</u>	<u>581,258,550</u>	<u>1,838,576,321</u>	<u>1,588,138,144</u>
Net cash provided by (used in) investing activities	<u>22,056,656</u>	<u>6,285,047</u>	<u>461,679,875</u>	<u>(345,443,273)</u>
Cash flows from capital and related financing activities:				
Capitalized expenditures	(37,189,854)	(18,106,216)	(94,141,702)	(54,641,481)
Forfeited assets	—	—	686	—
Bond proceeds	—	—	—	387,192,182
Disposal of capital assets	26,549	4,000	26,549	4,000
Other miscellaneous non-operating expenditures	—	—	—	(16,000)
Debt principal repayments	—	—	(378,140,000)	—
Interest paid	<u>—</u>	<u>—</u>	<u>(39,848,948)</u>	<u>(34,887,031)</u>
Net cash provided by (used in) capital and related financing activities	<u>(37,163,305)</u>	<u>(18,102,216)</u>	<u>(512,103,415)</u>	<u>297,651,670</u>
Net increase (decrease) in cash and restricted cash	209,270	(103,057)	176,665	(522,278)
Cash, beginning of period	<u>1,273,924</u>	<u>1,409,586</u>	<u>1,306,529</u>	<u>1,828,807</u>
Cash, end of period	\$ <u>1,483,194</u>	<u>1,306,529</u>	<u>1,483,194</u>	<u>1,306,529</u>
Cash and restricted cash are presented in the accompanying statements of net position as follows:				
Cash	\$ 1,448,702	1,274,398	1,448,702	1,274,398
Restricted cash	<u>34,492</u>	<u>32,131</u>	<u>34,492</u>	<u>32,131</u>
	\$ <u>1,483,194</u>	<u>1,306,529</u>	<u>1,483,194</u>	<u>1,306,529</u>
Reconciliation of operating income to net cash provided by operating activities:				
Operating income (loss)	\$ 16,047,456	12,688,682	49,480,433	47,255,464
Adjustments to reconcile operating income to net cash provided by operating activities:				
Depreciation	136,707	182,234	543,612	636,758
(Increase) decrease in operating assets:				
Accounts receivable	(444,146)	(1,033,628)	162,436	(1,008,847)
Lease receivable	371,149	374,271	1,185,305	1,070,761
Prepaid expenses and other assets	(995,861)	(872,802)	(101,161)	(30,135)
Increase (decrease) in operating liabilities:				
Accounts payable and accrued expenses	234,987	699,416	198,082	525,030
Pension liabilities	165,942	399,364	290,385	339,364
RHIP OPEB liabilities	33,547	(135,517)	(90,896)	(135,517)
GLI OPEB liabilities	(46,455)	(53,278)	(46,455)	(53,278)
Lease liabilities	(269,020)	(455,370)	(1,076,080)	(1,202,304)
Unearned revenue	<u>81,613</u>	<u>(19,260)</u>	<u>54,544</u>	<u>(127,971)</u>
Net cash provided by operating activities	\$ <u>15,315,919</u>	<u>11,774,112</u>	<u>50,600,205</u>	<u>47,269,325</u>

**Chesapeake Bay Bridge and Tunnel District**  
**Statement of Cash & Investments**  
**As of June 30, 2024**

	<u>Cash</u>	<u>Investments</u>	<u>Totals</u>
<b><u>GENERAL REVENUE BOND RESOLUTION FUNDS:</u></b>			
<b>Unrestricted:</b>			
Revenue Fund	\$ 1,097,048	9,794,614	10,891,662
Operations & Maintenance Reserve Fund	-	5,003,969	5,003,969
Reserve Maintenance Fund	212,393	21,320,555	21,532,948
General Fund	139,261	294,018,804	294,158,065
	1,448,702	330,137,942	331,586,644
<b>Restricted:</b>			
Parallel Thimble Shoal Tunnel Project Fund - Series 2016 Bonds	-	330	330
Parallel Thimble Shoal Tunnel Project Fund - VTIB	-	319,367	319,367
Parallel Thimble Shoal Tunnel Project Fund - TIFIA	-	40	40
Parallel Thimble Shoal Tunnel Project Fund - Series 2019 BANs	-	224,161,522	224,161,522
Series 2016 Interest Fund	-	7,912,875	7,912,875
Series 2021 TIFIA Interest Fund	-	3,383,622	3,383,622
Series 2016 VTIB Interest Fund	-	734,138	734,138
TIFIA Debt Service Reserve Fund	-	20,834,906	20,834,906
VTIB Debt Service Reserve Fund	-	3,410,296	3,410,296
	-	260,757,096	260,757,096
<b><u>OTHER RESTRICTED ASSETS:</u></b>			
Restricted Asset Forfeited Property Account	34,492	-	34,492
<b>Totals</b>	\$ 1,483,194	590,895,038	592,378,232



**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**  
**SCHEDULE OF INVESTMENTS**

As of June 30, 2024

Unrestricted investments at fair market value as of June 30, 2024 consist of the following:

<u>Description</u>	<u>Coupon Rate</u>	<u>Maturity Date</u>	<u>Market Value</u>
<u>Revenue Bond - Revenue Fund</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	\$ 9,794,614
<u>General Revenue Bond - Operations &amp; Maintenance Reserve Fund</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	5,003,969
<u>GR Reserve Maintenance Fund</u>			
US Treasury Notes	0.375%	07/15/24	1,002,959
US Treasury Notes	2.375%	08/15/24	1,195,500
US Treasury Notes	0.375%	09/15/24	752,281
US Treasury Notes	4.375%	10/31/24	1,096,219
US Treasury Notes	2.250%	11/15/24	1,685,286
US Treasury Notes	1.000%	12/15/24	1,404,479
US Treasury Notes	4.125%	01/31/25	1,082,336
US Treasury Notes	1.500%	02/15/25	3,515,625
US Treasury Notes	2.625%	04/15/25	1,097,775
US Treasury Notes	4.500%	04/15/27	3,919,480
Truist Bank Trust Deposit	Variable	Not Fixed	4,568,615
			<u>21,320,555</u>
<u>General Revenue Bond - General Fund:</u>			
US Treasury Bills	Discount	07/23/24	996,782
US Treasury Bills	Discount	08/27/24	991,679
US Treasury Bills	Discount	09/24/24	987,663
US Treasury Bills	Discount	10/24/24	983,389
US Treasury Bills	Discount	11/21/24	328,153
US Treasury Notes	1.000%	12/15/24	2,809,938
Federal National Mortgage Association Notes	1.625%	01/07/25	3,199,654
Federal National Mortgage Association Notes	1.625%	01/07/25	2,654,928
Federal Home Loan Mortgage Corporation Notes	1.500%	02/12/25	962,816
Federal Home Loan Mortgage Corporation Notes	1.500%	02/12/25	1,436,893
Federal Home Loan Mortgage Corporation Notes	1.500%	02/12/25	2,238,425
US Treasury Notes	1.500%	02/15/25	4,907,227
Roche Holdings Inc.	2.132%	03/10/25	1,686,208
US Treasury Notes	0.500%	03/31/25	2,414,453
Federal Home Loan Bank Notes	0.500%	04/14/25	2,202,911
Federal National Mortgage Association Notes	0.625%	04/22/25	1,600,333
Federal National Mortgage Association Notes	0.625%	04/22/25	2,940,371
Colgate-Palmolive Co. Corp. Notes	7.600%	05/19/25	2,348,751
US Treasury Notes	0.250%	05/31/25	1,625,625
Federal National Mortgage Association Notes	0.500%	06/17/25	3,381,404
Federal National Mortgage Association Notes	0.500%	06/17/25	2,090,062
Federal National Mortgage Association Notes	0.500%	06/17/25	1,166,991
US Treasury Notes	3.000%	07/15/25	641,184
US Treasury Notes	3.000%	07/15/25	3,015,031
Federal Home Loan Mortgage Corporation Notes	4.050%	07/21/25	4,940,850
Federal Home Loan Mortgage Corporation Notes	0.375%	07/21/25	1,260,243
US Treasury Notes	0.250%	07/31/25	10,042,945
Federal Home Loan Bank Notes	4.100%	08/08/25	4,940,540
Federal National Mortgage Association Notes	0.500%	08/14/25	2,197,822
Federal National Mortgage Association Notes	0.375%	08/25/25	2,026,775

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**  
**SCHEDULE OF INVESTMENTS**

As of June 30, 2024

Unrestricted investments at fair market value as of June 30, 2024 consist of the following:

Description	Coupon Rate	Maturity Date	Market Value
<u>General Revenue Bond - General Fund:</u>			
Federal National Mortgage Corporation Notes	0.375%	08/25/25	\$ 2,273,018
Federal Home Loan Mortgage Corporation Notes	4.050%	08/28/25	4,935,955
Federal National Mortgage Association Notes	4.000%	08/28/25	4,933,520
US Treasury Notes	0.250%	08/31/25	1,726,336
US Treasury Notes	0.250%	08/31/25	1,220,259
Federal Home Loan Mortgage Corporation Notes	0.375%	09/23/25	2,966,876
US Treasury Notes	0.250%	09/30/25	1,932,766
US Treasury Notes	0.250%	09/30/25	3,229,133
US Treasury Notes	4.250%	10/15/25	9,389,644
Federal National Mortgage Association Notes	0.500%	10/20/25	2,241,998
Microsoft Corporation	3.125%	11/03/25	2,324,225
Federal National Mortgage Association Notes	0.500%	11/07/25	2,124,758
Bank of NY Mellon Notes	5.224%	11/21/25	4,054,870
US Treasury Notes	0.375%	12/31/25	2,851,750
US Treasury Notes	0.375%	12/31/25	1,659,625
US Treasury Notes	0.375%	12/31/25	1,776,500
US Treasury Notes	0.375%	12/31/25	3,655,850
US Treasury Notes	0.375%	12/31/25	2,019,600
US Treasury Notes	0.375%	01/31/26	9,983,367
US Treasury Notes	0.375%	01/31/26	1,723,680
Federal Home Loan Mortgage Corporation Notes	5.400%	02/23/26	9,086,077
Proctor & Gamble Corporation	1.000%	04/23/26	3,438,796
US Treasury Notes	0.750%	04/30/26	9,912,135
US Treasury Notes	0.750%	05/31/26	1,047,899
US Treasury Notes	0.750%	05/31/26	1,391,016
US Treasury Notes	2.125%	05/31/26	3,237,437
US Treasury Notes	0.875%	06/30/26	6,911,039
US Treasury Notes	0.625%	07/31/26	3,113,671
Alphabet Inc. Corporate Notes	1.998%	08/15/26	3,228,134
US Treasury Notes	1.500%	08/15/26	1,122,937
US Treasury Notes	0.875%	09/30/26	6,801,109
US Treasury Notes	1.625%	10/31/26	4,169,194
US Treasury Notes	2.000%	11/15/26	1,411,406
US Treasury Notes	2.000%	11/15/26	4,154,239
US Treasury Notes	1.250%	12/31/26	4,816,797
Government National Mortgage Association Pool #5276	3.000%	01/01/27	47,891
US Treasury Notes	1.500%	01/31/27	4,159,982
Microsoft Corporation	1.875%	02/28/27	2,412,462
US Treasury Notes	1.875%	02/28/27	2,117,484
US Treasury Notes	3.224%	03/01/27	3,208,875
Freddie Mac Structured Pass-Thru Certificates K064 A2	3.500%	03/01/27	3,159,975
Government National Mortgage Association Pool #794283	2.500%	03/31/27	15,315
US Treasury Notes	3.243%	04/01/27	4,208,288
Federal Home Loan Mortgage Corporation Notes	3.000%	04/01/27	1,781,479
Government National Mortgage Association Pool #MA0007	3.000%	04/30/27	92,470
US Treasury Notes	2.750%	05/15/27	1,262,270
US Treasury Notes	4.500%	05/31/27	2,496,875
US Treasury Notes	2.625%	06/01/27	4,694,766
Federal Home Loan Mortgage Corporation Notes	3.117%	06/30/27	2,769,495
US Treasury Notes	3.250%	06/30/27	3,059,050
US Treasury Notes	3.250%	07/31/27	3,329,250

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**  
**SCHEDULE OF INVESTMENTS**

As of June 30, 2024

Unrestricted investments at fair market value as of June 30, 2024 consist of the following:

<b>Description</b>	<b>Coupon Rate</b>	<b>Maturity Date</b>	<b>Market Value</b>
<u>General Revenue Bond - General Fund:</u>			
US Treasury Notes	2.750%	08/31/27	\$ 4,510,273
US Treasury Notes	3.125%	09/30/27	3,381,797
US Treasury Notes	4.125%	10/31/27	3,816,575
US Treasury Notes	4.125%	11/15/27	4,424,656
US Treasury Notes	2.250%	12/31/27	3,004,909
US Treasury Notes	3.875%	04/01/28	4,316,125
Freddie Mac Structured Pass-Thru Certificate K507 A1	4.800%	08/01/28	3,114,509
Freddie Mac Structured Pass-Thru Certificate KJ47 A1	5.272%	09/01/28	1,869,635
Freddie Mac Structured Pass-Thru Certificate K507 A2	4.800%	09/01/28	3,288,111
Freddie Mac Structured Pass-Thru Certificate K509 A2	4.850%	10/01/28	2,510,100
Freddie Mac Structured Pass-Thru Certificate K510 A2	5.069%	10/01/28	1,282,633
Freddie Mac Structured Pass-Thru Certificate K511 A2	4.860%	11/01/28	1,851,915
Freddie Mac Structured Pass-Thru Certificate K512 A2	5.000%	12/01/28	1,686,257
Freddie Mac Structured Pass-Thru Certificate K514 A2	4.572%	01/01/29	1,708,657
Freddie Mac Structured Pass-Thru Certificate K515 A2	5.400%	01/01/29	3,008,233
Freddie Mac Structured Pass-Thru Certificate K516 A2	5.477%	01/25/29	3,018,401
Freddie Mac Structured Pass-Thru Certificate K517 A2	5.355%	06/01/32	2,689,950
Federal National Mortgage Association Pool #1084	3.500%	Not Fixed	214,538
Truist Bank Trust Deposit	Variable		1,619,941
			<u>294,018,804</u>
Total Unrestricted Investments			<u>\$ 330,137,942</u>

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**  
**SCHEDULE OF INVESTMENTS (CONTINUED)**

As of June 30, 2024

Restricted investments at fair market value as of June 30, 2024 consist of the following:

<u>Description</u>	<u>Coupon Rate</u>	<u>Maturity Date</u>	<u>Market Value</u>
<u>General Revenue Bond - TIFIA Debt Service Reserve Fund</u>			
US Treasury Notes	1.750%	12/31/24	\$ 3,506,967
Federal Home Loan Mortgage Corporation Notes	0.375%	09/23/25	2,300,746
Truist Bank Trust Deposit	Variable	Not Fixed	<u>15,027,193</u>
			<u>20,834,906</u>
<u>General Revenue Bond - VTIB Debt Service Reserve Fund</u>			
US Treasury Notes	1.750%	12/31/24	943,050
Federal Home Loan Mortgage Corporation Notes	0.375%	09/23/25	340,151
Truist Bank Trust Deposit	Variable	Not Fixed	<u>2,127,095</u>
			<u>3,410,296</u>
<u>General Revenue Bond - Series 2016 Interest Fund</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	<u>7,912,875</u>
<u>General Revenue Bond - Series 2016 VTIB Interest Fund</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	<u>734,138</u>
<u>General Revenue Bond - Series 2021 TIFIA Interest Fund</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	<u>3,383,622</u>
<u>2016 Thimble Shoal Project Fund</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	<u>330</u>
<u>2016 Thimble Shoal Project Fund - TIFIA</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	<u>40</u>
<u>2016 Thimble Shoal Project Fund - VTIB</u>			
Truist Bank Trust Deposit	Variable	Not Fixed	<u>319,367</u>
<u>2019 BANs Thimble Shoal Tunnel Project Fund</u>			
US Treasury Notes	4.250%	09/30/24	24,564,578
US Treasury Notes	2.125%	11/30/24	25,410,206
US Treasury Notes	3.875%	03/31/25	25,239,082
US Treasury Notes	5.000%	10/31/25	25,270,000
US Treasury Notes	3.875%	01/15/26	19,665,525
US Treasury Notes	4.250%	01/31/26	29,827,968
US Treasury Notes	3.750%	04/15/26	19,846,851
Local Government Investment Pool SNAP	Variable	Not Fixed	54,330,336
Truist Bank Trust Deposit	Variable	Not Fixed	<u>6,976</u>
			<u>224,161,522</u>
Total Restricted Investments			<u>260,757,096</u>
Total Investments			<u>\$ 590,895,038</u>

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**

**Vehicular Traffic Statistics**

DESCRIPTION/CLASS	CURRENT YEAR				
	April 2024	May 2024	June 2024	3 Months Ended 06/30/24	12 Months Ended 06/30/24
<b>Cars/Light Trucks:</b>					
Class 1	236,509	268,103	308,433	813,045	3,085,785
Class 1 Round Trip	38,278	40,456	44,199	122,933	470,600
Class 1 Commuter	18,875	19,798	17,939	56,612	219,483
Class 2	2,726	3,554	4,073	10,353	35,305
Class 2 Round Trip	434	476	542	1,452	5,133
Class 3	4,641	5,889	6,576	17,106	57,059
Class 3 Round Trip	655	712	740	2,107	7,429
Class 4	319	358	310	987	3,419
Class 4 Round Trip	36	43	36	115	387
Sub Total	<u>302,473</u>	<u>339,389</u>	<u>382,848</u>	<u>1,024,710</u>	<u>3,884,600</u>
<b>Heavy Trucks:</b>					
Class 9	5,502	5,943	5,484	16,929	61,670
Class 10	1,504	1,732	1,850	5,086	19,403
Class 11	1,514	1,680	1,590	4,784	16,240
Class 12	25,746	27,323	26,292	79,361	301,975
Class 13	522	527	408	1,457	5,131
Class 16	30	23	45	98	314
Sub Total	<u>34,818</u>	<u>37,228</u>	<u>35,669</u>	<u>107,715</u>	<u>404,733</u>
<b>Buses:</b>					
Class 8	313	313	115	741	2,000
Class 14	41	38	27	106	525
Class 15	627	521	557	1,705	5,610
Sub Total	<u>981</u>	<u>872</u>	<u>699</u>	<u>2,552</u>	<u>8,135</u>
Totals	<u>338,272</u>	<u>377,489</u>	<u>419,216</u>	<u>1,134,977</u>	<u>4,297,468</u>

DESCRIPTION/CLASS	PRIOR YEAR				
	April 2023	May 2023	June 2023	3 Months Ended 06/30/23	12 Months Ended 06/30/23
<b>Cars/Light Trucks:</b>					
Class 1	265,189	273,673	307,386	846,248	3,126,163
Class 1 Round Trip	38,042	39,329	41,403	118,774	451,032
Class 1 Commuter	16,762	19,514	18,416	54,692	205,749
Class 2	3,176	3,684	4,260	11,120	36,354
Class 2 Round Trip	437	458	511	1,406	5,121
Class 3	5,237	5,830	6,800	17,867	57,740
Class 3 Round Trip	624	666	647	1,937	7,068
Class 4	312	415	363	1,090	3,518
Class 4 Round Trip	28	39	32	99	351
Sub Total	<u>329,807</u>	<u>343,608</u>	<u>379,818</u>	<u>1,053,233</u>	<u>3,893,096</u>
<b>Heavy Trucks:</b>					
Class 9	5,371	5,639	5,779	16,789	60,282
Class 10	1,501	1,713	1,669	4,883	21,561
Class 11	1,589	1,648	1,609	4,846	16,549
Class 12	23,513	25,365	26,676	75,554	297,492
Class 13	354	489	453	1,296	3,878
Class 16	34	34	25	93	407
Sub Total	<u>32,362</u>	<u>34,888</u>	<u>36,211</u>	<u>103,461</u>	<u>400,169</u>
<b>Buses:</b>					
Class 8	155	194	85	434	1,513
Class 14	54	42	23	119	512
Class 15	577	545	478	1,600	5,592
Sub Total	<u>786</u>	<u>781</u>	<u>586</u>	<u>2,153</u>	<u>7,617</u>
Totals	<u>362,955</u>	<u>379,277</u>	<u>416,615</u>	<u>1,158,847</u>	<u>4,300,882</u>

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

Quarterly Report for the Period Ending

June 30, 2024

### (1) Organization and Summary of Operations

The Chesapeake Bay Bridge and Tunnel District (the District) was created as a political subdivision of the Commonwealth of Virginia by Chapter 693 of the Acts of Virginia of 1954. Chapter 693 was subsequently amended by the following Chapters of the Acts of Virginia: Chapters 462 and 714 of the 1956 Session, Chapter 24 of the 1959 Extra Session, Chapters 228 and 605 of the 1962 Session, Chapter 348 of the 1964 Session, Chapter 203 of the 1990 Session, Chapter 548 of the 1998 Session, Chapters 238 and 705 of the 2000 Session, and Chapters 270 and 297 of the 2005 Session, (collectively, the Acts). All such Acts have been codified into Title 33.2 Code of Virginia, Chapter 22. The District comprises the area, all within the Commonwealth of Virginia, in Accomack and Northampton Counties, the Cities of Virginia Beach, Hampton, Newport News, Chesapeake, Norfolk, and Portsmouth, and the area of the Chesapeake Bay between these subdivisions.

By the Acts, the Chesapeake Bay Bridge and Tunnel Commission (the Commission) was created as the governing body of the District. These Acts authorized the Commission to acquire, establish, construct, maintain, repair, and operate a project comprising public ferry service over and across the waters between any two points within the boundaries of the District, where such public ferry services would form a connecting link in the system of state highways.

Under the Acts, the Commission was also authorized to establish, construct, maintain, repair, and operate a bridge or tunnel or a bridge and tunnel project from any point within the boundaries of the District to a point in the County of Northampton, including such approaches and approach highways as the Commission deemed necessary to facilitate the flow of traffic in the vicinity of such project or to connect such project with the highway system or other facilities in the state.

The Chesapeake Bay Bridge and Tunnel (the Bridge-Tunnel) is a 20-mile, four-lane trestle and bridge and two-lane tunnel crossing at the mouth of the Chesapeake Bay between the City of Virginia Beach and Northampton County on the Eastern Shore of Virginia. The Bridge-Tunnel consists principally of low-level trestles, four bridges, two tunnels, approach highways, and an earth-fill causeway. The Bridge-Tunnel is designated as part of U.S. Route 13, the main north-south highway on Virginia's Eastern Shore and the only direct link between Virginia's Eastern Shore and the metropolitan area of south Hampton Roads, Virginia.

The District sold a revenue bond issue of \$200,000,000 (1960 Bonds) under a Trust Indenture dated July 1, 1960, and constructed the two-lane bridge and tunnel project. The project was opened to traffic on April 15, 1964. The Commission discontinued ferry service following the opening of the two-lane bridge and tunnel project.

On April 15, 1964, the Bridge-Tunnel opened as a two-lane facility. A three-staged parallel crossing project began in 1995. Stage 1 of this project was completed in April 1999. This stage included construction of parallel trestles, bridges, roadways, and rehabilitation of the original two-lane facility. Stage 2 is ongoing and will consist of construction of an additional two-lane tunnel under Thimble Shoal Channel. Stage 3 will complete the parallel crossing with construction of an additional two-lane tunnel under Chesapeake Channel.

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

Quarterly Report for the Period Ending

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### **(2) Summary of Significant Accounting Policies**

The District is accounted for under the economic resources measurement focus and the accrual basis of accounting as a special-purpose government engaged in business-type activities, which follows enterprise fund reporting. Special-purpose governments engaged in business-type activities are used to account for the ongoing activities that are financed and operated similar to those often found in the private sector. Accordingly, revenues are recognized in the period earned and expenses are recognized when they are incurred. The District distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from the District's ongoing operations. Operating revenues include revenue from toll collection, recognized when travelers cross the bridge and tunnel, and lease income. Operating expenses include District facility and administrative expenses. All revenues and expenses not meeting these definitions are reported as nonoperating revenues and expenses.

The statements of net position reports all assets, deferred outflows of resources, liabilities, deferred inflows of resources, and the residual net position of the District. Deferred outflows of resources are defined as a consumption of net position by the District that is applicable to a future reporting period. Similarly, deferred inflows of resources are defined as an acquisition of net position by the District that is applicable to a future reporting period.

#### **(a) Cash and Investments**

Cash includes cash on hand and various checking accounts.

In accordance with accounting principles generally accepted in the United States of America ("U.S. GAAP"), the District reports its investment securities at fair market value. Fair market value is determined as of the statements of net position date. The fair value is based on either quotations obtained from national security exchanges or on the basis of quotations provided by a pricing service, which uses information with respect to transactions on bonds, quotations from bond dealers, market transactions in comparable securities, and various relationships between securities.

#### **(b) Restricted Assets**

In accordance with applicable covenants of certain bond issues, cash, investments, and accrued interest receivables have been appropriately restricted. When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first, and then unrestricted resources, as they are needed.

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

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### **(c) Capital Assets**

The bridge and tunnel assets and construction in progress are stated at cost and include previously capitalized interest. In FY2020, the District implemented Governmental Accounting Standards Board (“GASB”) Statement 89 – Accounting for Interest Cost Incurred before the End of a Construction Project which no longer requires the capitalization of interest during construction projects beginning with FY2020. The new statement is only applied prospectively. No provision for depreciation or obsolescence of the Bridge-Tunnel facilities is provided as the District has adopted the modified approach to account for these assets. All other assets excluding bridges and tunnel assets are being depreciated straight-line over their estimated useful lives of three years up to 50 years.

### **(d) Net Position**

Net position is classified into four different components: net investment in capital assets, restricted for debt service, restricted for forfeited property, and unrestricted. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any bonds notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. Net position restricted for debt service is reported when constraints are placed on the use of assets either externally by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments, or imposed by law through constitutional provisions or enabling legislations. Net position restricted for forfeited property represents assets lawfully seized by the District’s police and restricted for expenditures in accordance with the Virginia Department of Criminal Justice regulations. Unrestricted net position contains the revenue fund, reserve maintenance fund, and the general fund net position. The reserve maintenance fund and general fund are expended to preserve the capital assets by planned and unplanned extraordinary maintenance projects. The general fund will also be used for current and future construction projects.

### **(e) Management’s Estimates**

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and deferred outflows and liabilities and deferred inflows and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

### **(f) Revenue Recognition**

Toll revenues represent the tolls collected, net of any deductions such as credit card fees, EZ Pass fees and medical and educational toll discounts. Revenues are recognized when earned.

### **(g) Accounts Receivable**

A significant portion of the District’s toll revenues are collected electronically via credit card, debit card or E-ZPass. E-ZPass allows tolls to be paid from a prepaid account between a participating group of toll agencies throughout the northeastern and mid-Atlantic United States. The payment of the tolls is governed by a reciprocal agreement between the participating agencies. Electronic toll payment via all three methods is usually received within one to three days following the toll charge.



## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

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The lagged toll payment is recorded as a receivable on the District's statement of net position. In management's estimate an allowance for doubtful account is unnecessary given the reliability of payment under the reciprocal agreement.

### **(h) Pensions**

The Virginia Retirement System (VRS) Political Subdivision Retirement Plan is a multi-employer, agent plan. For purposes of measuring net pension liability, deferred outflows of resources and deferred inflows of resources, related to pensions, and pension expense, information about the fiduciary net position of the District's Retirement Plan and the additions to/deductions from the District's Retirement Plan's net fiduciary position have been determined on the same basis as they were reported by the Virginia Retirement System (VRS). For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

### **(i) Postemployment benefits other than pensions (OPEB)**

District employees participate in two postemployment benefits other than pensions (other postemployment benefits or OPEB) plans:

The Chesapeake Bay Bridge and Tunnel District Retiree Health Insurance Plan ("RHIP") is a single employer, defined benefit plan that provides health, vision and dental benefit plans for eligible members through a self-funded plan administered by the District. For purposes of measuring the net RHIP OPEB liability, deferred outflows of resources and deferred inflows of resources related to RHIP OPEB, and RHIP OPEB expense, information about the fiduciary net position of the RHIP and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the RHIP. For this purpose, the RHIP recognizes benefit payments when due and payable in accordance with the benefit terms.

The VRS Group Life Insurance Program is a multiple employer, cost sharing plan. It provides coverage to state employees, teachers, and employees of participating political subdivisions. The GLI Program was established pursuant to §51.1-500 et seq. of the Code of Virginia, as amended, and which provides the authority under which benefit terms are established or may be amended. The Group Life Insurance Program is a defined benefit plan that provides a basic group life insurance benefit for employees of participating employers. For purposes of measuring the net Group Life Insurance Program OPEB liability, deferred outflows of resources and deferred inflows of resources related to the Group Life Insurance Program OPEB, and Group Life Insurance Program OPEB expense, information about the fiduciary net position of VRS Group Life Insurance program OPEB and the additions to/deductions from the VRS Group Life Insurance Program OPEB's net fiduciary position have been determined on the same basis as they were reported by VRS. In addition, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

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### **(j) *Deferred Outflows and Inflows of Resources***

Deferred outflows of resources are defined as a consumption of net position by the District that is applicable to a future reporting period. Similarly, deferred inflows of resources are defined as an acquisition of net positions by the District that is applicable to a future reporting period. The pension and OPEB deferred inflows and outflows related to the difference between expected and actual experience and changes in assumptions are recognized using a systematic and rational method over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pensions and OPEB through the plans. The pension and OPEB deferred inflows and outflows related to investment experience are recognized using a systematic and rational method over a closed five-year period. The pension and OPEB deferred outflows of resources related to contributions subsequent to the measurement date are recognized as a reduction of the net pension and OPEB liabilities in the subsequent fiscal year. The deferred inflows from leases are recognized as lease revenue by using straight-line amortization over the life of the lease.

### **(k) *Subscription Based Information Technology Arrangements***

The District implemented GASB Statement No. 96 – *Subscription Based Information Technology Arrangements* (SBITAs) effective July 1, 2022. The requirements of this Standard provide guidance on the accounting and financial reporting for SBITAs for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right- to-use subscription asset and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. Upon review, the District concluded that SBITA's are immaterial and do not warrant disclosure.

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

Quarterly Report for the Period Ending

June 30, 2024

### (3) Cash Deposits and Investments

#### (a) Deposits

The bank balance of the District's deposits (unrestricted and restricted) was \$1,483,194 and \$1,306,529 at June 30, 2024 and 2023, respectively. The entire bank balance was covered for both fiscal years by federal depository insurance or collateralized in accordance with the Virginia Security for Public Deposits Act (VSPD Act). In accordance with the VSPD Act, the District's depository institution pledged collateral in the form of federal agency obligations with a market value equal to 110% of the District's deposits with a first-party trustee in the name of the Treasurer of the Commonwealth of Virginia. In the event that the banking institution fails, the Treasurer will take possession of the collateral, liquidate it, and reimburse the District up to the value of its deposits. The State Treasury Board is responsible for monitoring compliance with the collateralization and reporting requirements of the VSPD Act and for notifying local governments of compliance by banks.

#### (b) Investments

The District is authorized to invest in obligations of the United States or agencies thereof; obligations of any state or territory of the United States and any political subdivision thereof; obligations permitted by the laws of the Commonwealth of Virginia; repurchase agreements with respect to the foregoing obligations; certificates of deposit, time deposits, or interest in money market portfolios issued by any bank, banking association, savings and loan association, or trust company insured by the FDIC or Federal Savings and Loan Insurance Corporation; commercial paper, shares in one or more open-ended investment funds provided that the funds are registered under the State Securities Act or the Federal Investment Company Act; bankers' acceptances; and units representing beneficial interests in investment pools created pursuant to the Government Non-Arbitrage Investment Act of the Commonwealth of Virginia.

#### (c) Credit Risk

Credit risk is defined as the risk that an issuer or other counterparty to an investment will not fulfill its obligations. As required by state statute, the policy requires that commercial paper have a short-term debt rating of no less than "A-1" (or its equivalent) from at least two of the following: Moody's Investors Service, Standard & Poor's, Fitch Investors Service, and Duff and Phelps. Corporate notes, negotiable certificates of deposit, and bank deposit, notes maturing in less than one year must have a short-term debt rating of at least "A-1" by Standard & Poor's and "P-1" by Moody's Investors Service. Notes having a maturity of greater than one year must be rated "AA" by Standard & Poor's and "Aa" by Moody's Investors Service.

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**

Quarterly Report for the Period Ending

June 30, 2024

The District's investment securities using the Standard & Poor's credit quality ratings scale are presented below:

June 30, 2024 Investment Type	Standard & Poor's Credit Rating				Total
	AAA	AA+	AA-	A-1+	
U.S. treasuries	\$ -	\$ 357,731,132	\$ -	\$ 4,287,668	\$ 362,018,800
U.S. agencies	-	70,444,117	-	-	70,444,117
Federal agency mortgage-backed	-	370,214	-	-	370,214
Federal agency commercial-backed	-	33,739,349	-	-	33,739,349
Corporate notes	4,736,689	7,263,092	7,493,666	-	19,493,447
	<u>\$ 4,736,689</u>	<u>\$ 469,547,904</u>	<u>\$ 7,493,666</u>	<u>\$ 4,287,668</u>	<u>\$ 486,065,927</u>

**(d) Concentration of Credit Risk**

The District's investment policy establishes guidelines on portfolio composition by investment type in order to control concentration of credit risk. As of June 30, 2024, the District's portfolio was invested as follows:

Investment Type	2024 Fair Value	Percentage of Portfolio
U.S. treasuries	\$ 362,018,800	61.27
U.S. agencies	70,444,117	11.92
Federal agency mortgage-backed	370,214	0.06
Federal agency commercial-backed	33,739,349	5.71
Money market funds	104,829,111	17.74
Corporate notes	19,493,447	3.30
	<u>\$ 590,895,038</u>	<u>100.00 %</u>

**(e) Interest Rate Risk**

Interest rate risk is defined as the risk that changes in interest rates will adversely affect the fair value of an investment. The District's investment policy limits the investment of funds as a means of limiting exposure to fair value losses. Investments in the General Resolution General Fund are limited to investments with maturities that are consistent with the schedule of planning, development, and construction of parallel tunnels that would complete the parallel crossing. Investments are selected based on the current perception of the direction of interest rates with a greater emphasis on yield and a lesser emphasis on liquidity.

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**

Quarterly Report for the Period Ending

June 30, 2024

Proceeds from the sale of bonds issued by the District are invested in compliance with the specific requirements of the bond covenants without further restriction as to the maximum term of securities purchased.

As of June 30, 2024, the District had the following investments and maturities:

Investment Type	Fair Value	Investment Maturities (in Years)			Not Fixed
		Less than 1 Year	1 to 3 Years	Greater than 3 Years	
U.S. treasuries	\$ 362,018,800	\$ 108,541,252	\$ 230,023,212	\$ 23,454,336	\$ -
U.S. agencies	70,444,117	23,874,787	46,569,330	-	-
Federal agency mortgage-backed	370,214	-	155,675	214,539	-
Federal agency commercial-backed	33,739,349	-	4,550,974	29,188,375	-
Money market funds	104,829,111	-	-	-	104,829,111
Corporate notes	19,493,447	4,034,959	15,458,488	-	-
	<u>\$ 590,895,038</u>	<u>\$ 136,450,998</u>	<u>\$ 296,757,679</u>	<u>\$ 52,857,250</u>	<u>\$ 104,829,111</u>

**(f) Summary of Changes in Fair Value of Investments**

The calculation of realized gains and losses is independent of the calculation of the change in fair value (including purchases and sales) that occurred during the year. Realized gains and losses on investments that were held by the District during previous years, but sold during the current year, were used to compute the change in fair value of investments for the previous year as well as the current year. The change in fair value of investments for the quarter ended June 30, 2024 is calculated as follows:

	Q4 FY24
Investment Fair Value at end of quarter	\$ 590,895,038
Add:	
Proceeds from sales and maturities during the quarter	320,885,218
Less:	
Cost of investments purchased during the quarter	(302,629,412)
Fair value of investments at beginning of quarter	(607,105,573)
Change in fair value of investments	<u>\$ 2,045,271</u>

## CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

Quarterly Report for the Period Ending

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### (4) Capital Assets

Capital assets include bridge and tunnel assets, capitalized interest and financing expenses, and other capital assets. The bridges, trestles, approach roads, Fisherman Island Causeway, tunnels, portal islands with all attached improvements, toll plaza infrastructure and the rest area facility, and site-wide utilities are classified as bridge and tunnel assets. Capitalized interest and financing expenses include the amount of money that was funded from the 1960 Bonds issued for debt service and associated costs of the bonds during construction until the opening of the Bridge-Tunnel in 1964. Miscellaneous capital assets include all other assets that the District has capitalized such as land, buildings, fleet vehicles, and equipment.

The District utilizes the modified approach to infrastructure reporting on bridge and tunnel assets and capitalized interest and financing expenses. In lieu of reporting depreciation on bridge and tunnel assets, the costs incurred for maintaining bridge and tunnel assets at the condition level that is specified by Commission policy are reported as preservation expenses on the accompanying statements of revenues, expenses, and changes in net position.

The District has elected to continue to use the traditional approach or depreciation method for buildings, fleet vehicles, and equipment that are depreciable, as stipulated in the District's Capital Asset Policy.

U.S. generally accepted accounting principles (GAAP) requires that governmental entities that utilize the modified approach for infrastructure reporting must have their governing board set a policy for the condition levels at which modified approach assets will be maintained. GAAP also requires that a first party perform condition level assessments of the modified approach assets annually and that the condition levels for the current and prior two fiscal years be disclosed in the notes to the financial statements.

The Commission's preservation policy is to maintain 90% of the bridge and tunnel assets at a maintenance rating program (MRP) condition level of "good" or better.

Jacob's Engineering, Inc., the District's consulting engineer, has inspected the District's bridge and tunnel assets. Jacob's Engineering, Inc. determines the MRP condition level for the bridge and tunnel assets as a *numeric scaled rating*. The *numeric scaled rating* is based on a condition index utilized by the Virginia Department of Transportation whereby 0 is a failed condition level and 9 is an excellent condition level. The table below defines the *numeric scaled ratings* assigned by Jacob's Engineering, Inc.:

**CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT**

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**MRP Numeric code scale**

<b>Numeric code</b>	<b>Narrative code</b>	<b>Definition</b>
9	Excellent	Component/Element has been recently put in service or remains in new condition
8	Very Good	No problems noted, potential exists for minor preventative maintenance
7	Good	Potential exists for minor maintenance
6	Satisfactory	Potential exists for major maintenance
5	Fair	Potential exists for minor repair or rehabilitation
4	Poor	Potential exists for major repair or rehabilitation
3	Serious	Major repair or rehabilitation required
2	Critical	The need for repair or rehabilitation is urgent. Component/Element should be taken out of service until indicated repair is complete.
1	Imminent Failure	Component is out of service; study feasibility for repair or rehabilitation
0	Failed	Component is out of service and beyond repair, replacement required

The following two tables derive percentages in different ways. Trestles and bridges that have an MRP *numeric* condition level are described as a percentage of lane miles. All other bridge and tunnel assets that have an MRP *numeric* condition level are described as a percentage of that specific bridge and tunnel asset.

The following tables detail the MRP condition level of bridge and tunnel assets for the last three years:

**Percentage of capital assets at an MRP condition Level 7 or better**

<b>Bridge and tunnel assets</b>	<b>2024</b>	<b>2023</b>	<b>2022</b>
Approach roads	100%	100%	100%
Fisherman Island Causeway	100	100	100
Tunnels	88	88	88
Portal islands	89	89	89
Toll plaza infrastructure	100	100	100
Site-wide utilities	100	100	100

**Percentage of land miles at an MRP condition Level 7 or better**

<b>Bridge and tunnel assets</b>	<b>2024</b>	<b>2023</b>	<b>2022</b>
Original bridges	100%	100%	100%
Parallel crossing bridges	100	100	100
Original trestles	84	84	84
Parallel crossing trestles	100	100	100

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**(5) General Resolution Revenue Bonds**

Bond activity for Q4 FY24 was as follows:

	<u>Balance</u>	<u>Bond</u>	<u>Amortization</u>	<u>Principal</u>	<u>Balance</u>	<u>Amounts due</u>
	<u>March 31, 2024</u>	<u>proceeds</u>	<u>of costs,</u>	<u>payments</u>	<u>June 30, 2024</u>	<u>within</u>
			<u>premiums,</u>			<u>one year</u>
			<u>discounts, net</u>			
<u>First Tier General Resolution</u>						
Series 2016 Bonds	\$ 321,515,000	-	-	-	321,515,000	-
Series 2016 Issuance Premiums	29,404,437	-	(383,938)	-	29,020,499	-
<u>Subordinate Tier General Resolution</u>						
TIFIA Series 2021	338,528,672	-	-	-	338,528,672	-
VTIB Series 2016	50,073,856	-	-	-	50,073,856	-
	<u>\$ 739,521,965</u>	<u>-</u>	<u>(383,938)</u>	<u>-</u>	<u>739,138,027</u>	<u>-</u>

In July 2016, the Commission awarded a contract to Chesapeake Tunnel Joint Venture to design and build the Parallel Thimble Shoal Tunnel Project (the "Project"). On October 24, 2016, to finance the costs of the Project, the Commission adopted and approved a new General Revenue Bond Resolution (the "2016 Resolution") along with three Supplemental Resolutions authorizing the issuance of \$321,515,000 First Tier General Resolution Revenue Bonds, Series 2016 (the "Series 2016 Bonds"), a loan from the United States Department of Transportation under the TIFIA program (the "TIFIA Loan") in the amount of up to \$338,528,672, plus capitalized interest and a loan from the Virginia Transportation Infrastructure Bank (the "VTIB Loan") in the amount of up to \$50,000,000, plus capitalized interest.

The Series 2016 Bonds are term bonds maturing from July 1, 2041 through July 1, 2055 with coupon interest rate of 4.0% to 5.0%. The proceeds from the Series 2016 Bonds, along with the proceeds of the TIFIA Loan and VTIB Loan and cash contributed by the District will be utilized to finance the development and construction of the Parallel Thimble Shoal Tunnel Project. The remaining portion of the proceeds from the Series 2016 Bonds will be utilized to (i) pay capitalized interest on a portion of the Series 2016 Bonds to and including July 1, 2021, (ii) to obtain a municipal bond debt service reserve insurance policy for the Series 2016 Bonds, and (iii) to pay the related issuance expenses, including bond insurance premiums.

The Series 2016 Bonds are subject to optional redemption prior to maturity by the District on or after July 1, 2026, in whole or in part, at par plus accrued interest. The Series 2016 Bonds are subject to mandatory sinking fund redemption in part prior to maturity on July 1 of each year starting in 2035.

The 2041 Term Bond and the 2055 Term Bond are insured by Assured Guaranty Municipal Corporation. The Series 2016 Bonds Debt Service Reserve Fund Requirement of \$24,774,566 is secured by a debt service reserve fund policy also issued by Assured Guaranty Municipal Corporation.



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On November 23, 2021, the original 2016 TIFIA Loan was terminated and replaced by a new 2021 TIFIA Loan as part of a refinancing. The material terms of the TIFIA Loan remained unchanged except for a reduction in the interest rate from 2.88% to 2.01%. The outstanding balance of the 2016 TIFIA Loan of \$9,547,850 plus accrued interest was repaid and a new loan for the same amount of \$338,528,672 was issued. The 2021 TIFIA Loan and the VTIB Loan are issued on the Subordinate Lien of the 2016 Resolution and bear interest rates of 2.01% and 2.90%, respectively. The loans do not incur interest until drawn. The first semi-annual interest repayment for the VTIB Loan commenced January 1, 2021. The first semi-annual interest repayment for the 2021 TIFIA Loan will commence after the initial disbursement of the loan. The first annual principal repayment for both loans is scheduled to commence on July 1, 2025. Final repayment on both loans is July 1, 2054.

On August 13, 2019, the District issued First Tier General Resolution Revenue Bond Anticipation Notes, Series 2019 in the aggregate principal amount of \$378,140,000 pursuant to its General Revenue Bond Resolution, adopted by the Commission on October 24, 2016 (the "General Resolution") and its First Supplemental Resolution, adopted by the Commission on July 9, 2019 (the "First Supplemental Resolution"). The Series 2019 BANs will mature on November 1, 2023. The proceeds of the Series 2019 BANs will be used to provide funds to pay capitalized interest on the Series 2019 BANs, finance a portion of the costs of the Parallel Thimble Shoal Tunnel Project, and pay certain costs of issuing the Series 2019 BANs. The Series 2019 BANs are being issued in anticipation of the proceeds to be received by the District from disbursements requisitioned by the District in accordance with the terms of the TIFIA Loan Agreement and the VTIB Loan Agreement. The issuance by the District of the Series 2019 BANs as interim financing in anticipation of the receipt of the TIFIA Loan and VTIB Loan proceeds is expected to provide substantial interest cost savings for the District.

On December 27, 2022, the District received a draw on the outstanding TIFIA loan and the VTIB loan in the amounts of \$338,528,672 and \$48,663,510, respectively. The funds from these two loans secure the District's outstanding Series 2019 BANs. The funds from the two draws were utilized to purchase a Federal Home Loan Bank Note investment that matured on the same date as the maturity of the Series 2019 BANs. The District earned approximately \$8.9 million in additional interest income as a result of this transaction.

The underlying credit rating on the Series 2016 Bonds is Baa2 and BBB by Moody's Investors Service and S&P Global Ratings, respectively. The TIFIA Loan is also rated Baa2 and BBB by Moody's Investors Service and S&P Global Ratings, respectively. The VTIB Loan is unrated.

The bond premiums for General Resolution Revenue Bonds are being accreted using the straight-line method, which is not materially different from using the effective-interest method, over the period the bonds will be outstanding.

Tolls and other revenues derived from the operation of the Bridge-Tunnel are pledged as security for the General Resolution Revenue Bonds. The General Revenue Bond Resolution includes covenants such as minimum toll rate covenant ratios and minimum debt service reserve requirements.

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### (6) Fair Value Measurements

The District utilizes valuation techniques that maximize the use of observable inputs and minimize the use of unobservable inputs to the extent possible. The District determines fair value based on assumptions that market participants would use in pricing an asset or liability in the principal or most advantageous market. When considering market participant assumptions in fair value measurements, the following fair value hierarchy distinguishes between observable and unobservable inputs, which are categorized in one of the following levels:

- Level 1 Inputs: Unadjusted quoted prices in active markets for identical assets or liabilities accessible to the reporting entity at measurement date.
- Level 2 Inputs: Other than quoted prices included in Level 1 inputs that are observable for the asset or liability, either directly or indirectly, for substantively the full term of the asset or liability.
- Level 3 Inputs: Unobservable inputs for the asset or liability used to measure fair value to the extent that observable inputs are not available, thereby allowing for situations in which there is little, if any, market activity for the asset or liability at measurement date.

The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identified assets or liabilities (Level 1 measurements) and the lowest priority to measurements involving significant unobservable inputs (Level 3 measurements).

The level in the fair value hierarchy within which a fair value measurement, in its entirety falls in, is based on the lowest level input that is significant to the fair value measurement in its entirety.

Portfolio investments are assigned a level based upon the observability of the inputs which are significant to the overall valuation. The inputs or methodology used for valuing securities are not necessarily an indication of the risk associated with investing in those securities.

All of the District's investments in debt securities are in one of the four categories below and therefore the entire portfolio of debt securities is Level 2.

Debt securities classified in Level 2 are valued using the following approaches:

- U.S. Treasuries, U.S. Agencies, and Supra-Nationals: quoted prices for similar securities in the market are used to draw appropriate correlations;
- Corporate Notes and Municipal Bonds: relevant trade data, benchmark quotes and surveys of the dealer community are incorporated into the evaluation process;
- Certificates of Deposit: matrix pricing based on various market makers and dealers;

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- Federal Agency Mortgage-Backed: solicited prices from market buy and sell side sources, including primary and secondary dealers, portfolio managers and research analysts are used.

The fair value of investments in money market funds is based on the published net asset values per share of those funds. The District has the following recurring fair value measurements as of June 30, 2024:

	<b>Fair Value Measurements Using</b>			
	<b>Fair Value 2024</b>	<b>Quoted Prices in Active Markets for Identical Assets (Level 1)</b>	<b>Significant Other Observable Inputs (Level 2)</b>	<b>Significant Unobservable Inputs (Level 3)</b>
Investments by fair value level:				
U.S. treasuries	\$ 362,018,800	\$ -	\$ 362,018,800	\$ -
U.S. agencies	70,444,117	-	70,444,117	-
Federal agency mortgage-backed	370,214	-	370,214	-
Federal agency commercial-backed	33,739,349	-	33,739,349	-
Corporate notes	19,493,447	-	19,493,447	-
Total investments by fair value level	<u>486,065,927</u>	<u>\$ -</u>	<u>\$ 486,065,927</u>	<u>\$ -</u>
Investments measured at NAV:				
Money market funds	<u>104,829,111</u>			
Total investments measured at fair value	<u>\$ 590,895,038</u>			