

# LOUISIANA TRANSPORTATION AUTHORITY

DEPARTMENT OF TRANSPORTATION  
AND DEVELOPMENT

A COMPONENT UNIT OF THE  
STATE OF LOUISIANA

FINANCIAL AUDIT SERVICES

**Financial Statement Audit for the  
Years Ended June 30, 2022, and June 30, 2021  
Issued November 30, 2022**

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**John Bel Edwards, Governor  
Shawn D. Wilson, Ph.D., Secretary**

November 28, 2022

Board of Directors, Louisiana Transportation Authority  
Representative Mark Wright, Chairman, Louisiana Transportation Authority

The Louisiana Department of Transportation and Development, on behalf of the Louisiana Transportation Authority (LTA), is pleased to submit its Annual Financial Report for the fiscal years ended June 30, 2022, and June 30, 2021. LTA's management is responsible for the accuracy and completeness of all data and disclosures in this report. To the best of our knowledge, the information presented is accurate and complete in all material respects and fairly depicts the financial activities and position of the LTA.

This report consists of the letter of transmittal, Management's Discussion and Analysis, and the financial statements with accompanying notes.

The LTA is committed to providing thorough and relevant financial information to the users of its financial statements. The preparation of the Annual Financial Report reflects our commitment.

Sincerely,

A handwritten signature in blue ink that reads "Lesha C. Woods". The signature is fluid and cursive, written over a light blue horizontal line.

Lesha C. Woods, MBA, CGFM, CGFO  
Financial Services Administrator



November 28, 2022

Independent Auditor's Report

**LOUISIANA TRANSPORTATION AUTHORITY  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
STATE OF LOUISIANA**

Baton Rouge, Louisiana

**Report on the Audit of the Financial Statements**

**Opinion**

We have audited the financial statements of the business-type activities of the Louisiana Transportation Authority (Authority), a component unit of the state of Louisiana, as of and for the years ended June 30, 2022, and June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Authority, as of June 30, 2022, and June 30, 2021, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

**Basis for Opinion**

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.



## **Responsibilities of Management for the Financial Statements**

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

## **Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our 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 and *Government Auditing Standards* 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 and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.



- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

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

### **Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis on pages 7 through 12 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 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.

### **Other Information**

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

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

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated November 28, 2022, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Respectfully submitted,



Michael J. "Mike" Waguespack, CPA  
Legislative Auditor

LMN:RR:EFS:ch

LTA 2022

# MANAGEMENT’S DISCUSSION AND ANALYSIS

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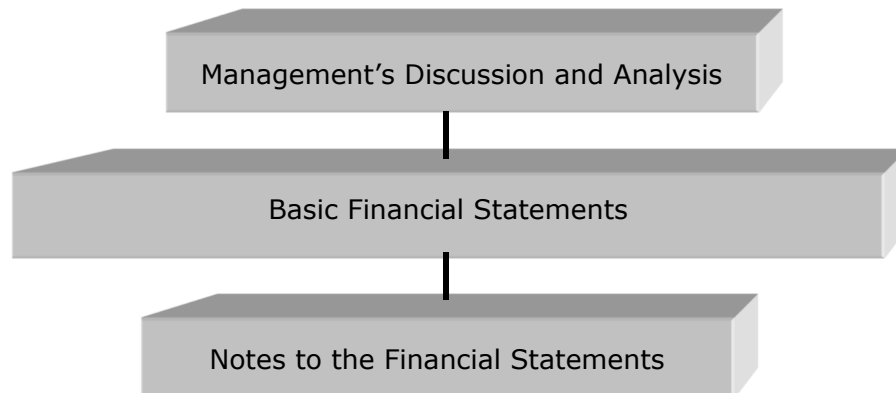
Management’s Discussion and Analysis of the Louisiana Transportation Authority’s (LTA) financial performance presents a narrative overview and analysis of LTA’s financial activities for the years ended June 30, 2022, and June 30, 2021. This document focuses on the current year’s activities, resulting changes, and currently known facts in comparison with the prior-year’s information. Please read this document in conjunction with the additional information contained in LTA’s financial statements.

## FINANCIAL HIGHLIGHTS

- LTA’s operating revenues decreased in fiscal year 2022 to \$4,354,653 from fiscal year 2021’s revenue total of \$4,423,110. The net position of LTA has decreased by \$7,883,581. The primary reason is due to the depreciation of capital assets and the decrease in operating revenues.
- LTA’s assets and deferred outflows exceeded liabilities at the close of fiscal year 2022 by \$96,485,069. The noncurrent assets decreased by \$8,857,774 or 3.23%. The primary reason is due to the depreciation of capital assets.
- LTA’s net position decreased in fiscal year 2021 to \$104,368,650 from fiscal year 2020 of \$109,881,805. The primary reason was due to the depreciation of capital assets and the decrease in operating revenues.

## OVERVIEW OF THE FINANCIAL STATEMENTS

The following graphic illustrates the minimum requirements for Special Purpose Governments Engaged in Business-Type Activities established by Governmental Accounting Standards Board (GASB) Statement 34, *Basic Financial Statements—and Management’s Discussion and Analysis—for State and Local Governments*.



These financial statements consist of three sections - Management's Discussion and Analysis (this section), the basic financial statements, and the notes to the financial statements.

### **Basic Financial Statements**

The basic financial statements present information for LTA as a whole, in a format designed to make the statements easier for the reader to understand. The statements in this section include the Statement of Net Position; the Statement of Revenues, Expenses, and Changes in Net Position; and the Statement of Cash Flows.

The Statement of Net Position (page 13) presents assets, deferred outflows of resources, liabilities, and deferred inflows of resources separately. The difference between assets plus deferred outflows and liabilities plus deferred inflows is net position, which may provide a useful indicator of whether the financial position of LTA is improving or deteriorating.

The Statement of Revenues, Expenses, and Changes in Net Position (page 14) presents information showing how LTA's net position changed as a result of current-year operations. Regardless of when cash is affected, all changes in net position are reported when the underlying transactions occur. As a result, there are transactions included that will not affect cash until future fiscal periods.

The Statement of Cash Flows (pages 15-16) presents information showing how LTA's cash changed as a result of current-year operations. The cash flow statement is prepared using the direct method and includes the reconciliation of operating income (loss) to net cash provided (used) by operating activities (indirect method), as required by GASB Statement 34.

### **Major Event Affecting Operations and Revenue**

A Category 4 hurricane severely affected fiscal year 2022 revenue. Hurricane Ida landed in Grand Isle, Louisiana, on August 29, 2021, causing widespread damage and loss of power to the area. The tollbooth, toll gantry, and customer service center building sustained water damage. As a result, all tolling operations, manual collections, and invoicing were idle from August 28, 2021, through June 30, 2022. This is primarily due to supply chain and contractor labor shortages occurring in the aftermath of the storm.

The extended interruption in tolling operations resulted in a sharp decline in revenue. Overall, fiscal year 2022 had a 78% decrease in revenue compared to the previous year. In fiscal year 2022, LTA collected \$966,682 in revenue from tolling fees. LTA utilized business interruption insurance to offset the loss of revenue. Insurance proceeds collected by LTA totaled \$3.4 million and covered losses for the period of August 29, 2021, through June 30, 2022.

**FINANCIAL ANALYSIS****Statement of Net Position  
June 30, 2022, 2021, and 2020**

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Noncurrent restricted cash	\$32,070	\$220,017	\$200,147
Noncurrent restricted assets - investments	14,299	20,136	23,851
Noncurrent restricted assets - receivables	0	74,332	85,190
Noncurrent restricted due from other entities	1,153,564	315,347	326,394
Noncurrent capital assets	<u>263,898,085</u>	<u>273,325,960</u>	<u>282,753,835</u>
Total assets	<u>265,098,018</u>	<u>273,955,792</u>	<u>283,389,417</u>
Total deferred outflows of resources	<u>859,262</u>	<u>900,179</u>	<u>                    </u>
Current liabilities	4,762,211	3,667,321	4,697,626
Noncurrent liabilities - bonds payable, net	<u>164,710,000</u>	<u>166,820,000</u>	<u>163,039,026</u>
Total Liabilities	<u>169,472,211</u>	<u>170,487,321</u>	<u>167,736,652</u>
Total deferred inflows of resources	<u>                    </u>	<u>                    </u>	<u>5,770,960</u>
Net position:			
Net investment in capital assets	97,937,347	105,331,139	111,175,880
Unrestricted	<u>(1,452,278)</u>	<u>(962,489)</u>	<u>(1,294,075)</u>
Total net position	<u>\$96,485,069</u>	<u>\$104,368,650</u>	<u>\$109,881,805</u>

Restricted assets represent those assets that are not available for spending as a result of legislative requirements, donor agreements, or grant requirements. Conversely, unrestricted assets are those that do not have any limitations on how these amounts may be spent. Noncurrent assets of LTA decreased by \$8,857,774 from June 30, 2021, to June 30, 2022. The primary reason is due to the depreciation of capital assets.

In connection with the refunding of the 2005 series bonds, an accounting gain resulted that was being systematically recognized over the remaining life of the old debt. With the refunding of the 2013A series bonds, this gain was included in the defeased debt. The refunding of the 2013A bonds resulted in an accounting loss that will be systematically recognized over the life of the new debt. The accounting loss is recognized as deferred outflows in the amount of \$859,262 for fiscal year 2022.

**Changes in Net Position**

The change in net position for the year ended June 30, 2022, is \$2,370,426, or 43% more than the change in net position for the year ended June 30, 2021. These changes are primarily due to the decrease in operating revenues and the related decrease in net transfers in and transfers out from 2021 to 2022. Toll revenues declined 78% in fiscal year 2022 due to storm damage resulting in the suspension of all tolling operations, manual collections, and invoicing from August 28, 2021, to

June 30, 2022. This event also caused a \$2,232,200 (64%) decrease in net transfers in and transfers out for fiscal year 2022.

**Statement of Revenues, Expenses, and Changes in Net Position  
For the years ended June 30, 2022, 2021, and 2020**

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Operating revenues	\$4,354,653	\$4,423,110	\$4,932,628
Operating expenses	<u>(9,459,552)</u>	<u>(9,451,925)</u>	<u>(9,451,425)</u>
Operating loss	<u>(5,104,899)</u>	<u>(5,028,815)</u>	<u>(4,518,797)</u>
Non-operating revenues	2,653	181	25,683
Non-operating expenses	<u>(4,011,310)</u>	<u>(3,946,696)</u>	<u>(4,663,822)</u>
Loss before transfers	<u>(9,113,556)</u>	<u>(8,975,330)</u>	<u>(9,156,936)</u>
Transfers in	6,160,283	7,887,451	7,991,464
Transfers out	<u>(4,930,308)</u>	<u>(4,425,276)</u>	<u>(4,999,012)</u>
Net decrease in net position	<u><u>(\$7,883,581)</u></u>	<u><u>(\$5,513,155)</u></u>	<u><u>(\$6,164,484)</u></u>

In 2022, LTA's total operating revenues decreased by \$68,457. The total cost of all programs and services increased by \$72,241.

In 2021, LTA's total operating revenues decreased by \$509,518. The total cost of all programs and services decreased by \$716,626.

## CAPITAL ASSET AND DEBT ADMINISTRATION

### Capital Assets

At the end of fiscal year 2022, LTA had \$263,898,085 invested in capital assets. This amount represents a net decrease of \$9,427,875 (3.45%) from fiscal year 2021. Respectively, at the end of fiscal year 2021, LTA had \$273,325,960 invested in capital assets with a \$9,427,875 (3.33%) net decrease from fiscal year 2020.

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Buildings and improvements	\$600,581	\$622,825	\$645,069
Infrastructure	<u>263,297,504</u>	<u>272,703,135</u>	<u>282,108,766</u>
Totals	<u><u>\$263,898,085</u></u>	<u><u>\$273,325,960</u></u>	<u><u>\$282,753,835</u></u>

### Debt Administration

On November 14, 2013, LTA issued \$51,530,000 of Louisiana Transportation Authority Refunding Bonds, Series 2013A for the purpose of providing funds, together with other available funds including a portion of TIFIA bonds (described below), to currently refund LTA's LA 1 Project Senior Lien Toll Revenue Bonds, Series 2005A and LTA's LA 1 Project Senior Lien Toll Revenue Capital Appreciation Bonds, Series 2005B.

Simultaneously, with the issuance of these bonds, LTA issued its LA 1 Project TIFIA Bonds, Series 2013B (\$78,000,000) and LA 1 Project TIFIA Bonds, Series 2013C (\$44,000,000), (collectively, the "TIFIA Bonds") for the purpose of providing funds to currently refund the outstanding principal amount of its Series 2005 TIFIA Bonds, and a portion of the Senior Bonds described above, and paying the cost of issuance of the TIFIA Bonds.

On January 28, 2021, LTA issued \$54,275,000 of Louisiana Transportation Authority Refunding Bonds, Series 2021A for the purpose of an advance refunding of LTA's Series 2013A Refunding Bonds and paying the cost of issuance of the Series 2021A Bonds.

On January 28, 2021, LTA amended the Cooperative Endeavor Agreement with the state of Louisiana, that was entered into on November 6, 2013, and amended on November 13, 2013. Subject to appropriation through the Commissioner of Administration, the state of Louisiana will make payments to LTA in an amount sufficient to pay the principal of, premium, and interest on the bonds. LTA has agreed to reimburse the state, as provided by a pledge agreement, to the extent funds are available. All toll revenue is pledged to the payment of the debt. LTA had \$166,820,000 in bonds and notes outstanding at year-end, compared to \$168,895,000 last year, a decrease of \$2,075,000 as shown in the accompanying table. No new debt was issued in fiscal year 2022.

The Refunding Bonds, Series 2021A, are limited and special revenue obligation bonds. The TIFIA Series 2013B and Series 2013C bonds are bonds that fall within the description of a direct placement as these bonds were not available to the public for purchase. Subsequently, the TIFIA bonds are reported separately from the Series 2021A Refunding Bonds. LTA has an outstanding limited and special revenue obligation bond and two bonds from direct placements related to business-type activities totaling \$54,275,000 and \$112,545,000, respectively. LTA does not have any unused lines of credit or assets pledged as collateral for debt.

As of June 30, 2022, Fitch rated the Series 2021A Refunding Bonds as A+, and Moody's rated the Series 2021A Refunding Bonds as Aa3. Standard and Poor's has not issued a rating as of the date of this report. LTA has no outstanding claims and judgments at fiscal year-end.

#### Outstanding Debt at Year-end

	2022	2021	2020
Direct Placement Bonds	\$112,545,000	\$114,620,000	\$116,670,000
Limited and Special Revenue Obligation Bonds	54,275,000	54,275,000	49,136,995
	<u>\$166,820,000</u>	<u>\$168,895,000</u>	<u>\$165,806,995</u>

## **VARIATIONS BETWEEN ORIGINAL AND FINAL BUDGETS**

LTA does not adopt a formal budget on a fiscal year basis.

## **ECONOMIC FACTORS AND RATES**

LTA's elected and appointed officials considered the following factors and indicators when setting rates and fees:

- Increase in debt service payments
- Increase in administrative expenses

LTA expects that next year's results will be consistent with prior years based on the following:

- In fiscal year 2022, the actual revenues of \$4.4 million were 30% lower than the required debt service payment. The toll collections in fiscal year 2022 did not provide sufficient revenues to reimburse the state in full for debt payments made on LTA's behalf, as stipulated by the Cooperative Endeavor Agreement. For fiscal year 2023, LTA anticipates that collections will not fully reimburse the state.

## **CONTACTING LTA'S MANAGEMENT**

This financial report is designed to provide our citizens, taxpayers, customers, investors, and creditors with a general overview of LTA's finances and show LTA's accountability for the funds it receives. If you have questions about this report or need additional financial information, contact Lesha C. Woods, Financial Services Administrator, Louisiana Department of Transportation and Development, P.O. Box 94245, Baton Rouge, LA 70804-9245.



**LOUISIANA TRANSPORTATION AUTHORITY  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
STATE OF LOUISIANA**

**Statement of Net Position  
June 30, 2022 and 2021**

	<u>2022</u>	<u>2021</u>
<b>ASSETS</b>		
Noncurrent assets:		
Restricted assets:		
Cash (note 2)	\$32,070	\$220,017
Investments (note 3)	14,299	20,136
Accounts receivable, net (note 4)		74,332
Due from other entities (note 8)	1,153,564	315,347
Capital assets, net (note 5)	<u>263,898,085</u>	<u>273,325,960</u>
Total assets	<u>265,098,018</u>	<u>273,955,792</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	859,262	900,179
<b>LIABILITIES</b>		
Current liabilities:		
Due to other entities (note 8)	1,152,478	3,507
Accrued interest on bonds payable	1,499,733	1,588,814
Bonds payable, net (note 6)	<u>2,110,000</u>	<u>2,075,000</u>
Total current liabilities	4,762,211	3,667,321
Noncurrent liabilities:		
Bonds payable, net (note 6)	<u>164,710,000</u>	<u>166,820,000</u>
Total liabilities	<u>169,472,211</u>	<u>170,487,321</u>
<b>NET POSITION</b>		
Net investment in capital assets	97,937,347	105,331,139
Unrestricted	<u>(1,452,278)</u>	<u>(962,489)</u>
Total net position	<u>\$96,485,069</u>	<u>\$104,368,650</u>

The accompanying notes are an integral part of this statement.



**LOUISIANA TRANSPORTATION AUTHORITY  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
STATE OF LOUISIANA**

**Statement of Revenues, Expenses, and  
Changes in Net Position  
For the Years Ended June 30, 2022 and 2021**

	<u>2022</u>	<u>2021</u>
<b>OPERATING REVENUES</b>		
Toll fees	\$966,682	\$4,423,110
Business interruption insurance proceeds	<u>3,387,971</u>	
Total operating revenues	<u>4,354,653</u>	<u>4,423,110</u>
<b>OPERATING EXPENSES</b>		
Administrative expenses	(31,677)	(24,050)
Depreciation (note 5)	<u>(9,427,875)</u>	<u>(9,427,875)</u>
Total operating expenses	<u>(9,459,552)</u>	<u>(9,451,925)</u>
<b>OPERATING LOSS</b>	<u>(5,104,899)</u>	<u>(5,028,815)</u>
<b>NONOPERATING REVENUES (Expenses)</b>		
Interest expense	(4,011,310)	(3,946,696)
Other revenue - interest income	<u>2,653</u>	<u>181</u>
Total nonoperating revenues (expenses)	<u>(4,008,657)</u>	<u>(3,946,515)</u>
<b>LOSS BEFORE TRANSFERS</b>	(9,113,556)	(8,975,330)
Transfers in from State of Louisiana (note 9)	6,160,283	7,887,451
Transfers out to State of Louisiana (note 9)	<u>(4,930,308)</u>	<u>(4,425,276)</u>
Total transfers	<u>1,229,975</u>	<u>3,462,175</u>
<b>CHANGE IN NET POSITION</b>	(7,883,581)	(5,513,155)
<b>NET POSITION AT BEGINNING OF YEAR</b>	<u>104,368,650</u>	<u>109,881,805</u>
<b>NET POSITION AT END OF YEAR</b>	<u><u>\$96,485,069</u></u>	<u><u>\$104,368,650</u></u>

The accompanying notes are an integral part of this statement.



**LOUISIANA TRANSPORTATION AUTHORITY  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
STATE OF LOUISIANA**

**Statement of Cash Flows  
For the Years Ended June 30, 2022 and 2021**

	<u>2022</u>	<u>2021</u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Cash received from customers	\$1,354,682	\$4,445,174
Business interruption insurance proceeds	2,237,171	
Cash payments to suppliers for goods or services	<u>(34,592)</u>	<u>(24,244)</u>
Net cash provided by operating activities	<u>3,557,261</u>	<u>4,420,930</u>
<b>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES:</b>		
Transfers in	6,160,283	7,887,451
Transfers out	<u>(3,779,508)</u>	<u>(4,425,276)</u>
Net cash provided by non-capital financing activities	<u>2,380,775</u>	<u>3,462,175</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
Proceeds from sale of bonds	60,875	53,753,140
Principal paid on bonds	(2,075,000)	(51,050,000)
Interest paid on bond maturities	<u>(4,120,349)</u>	<u>(10,570,270)</u>
Net cash used by capital and related financing activities	<u>(6,134,474)</u>	<u>(7,867,130)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Purchases of investment securities	(11,070,680)	(13,683,571)
Proceeds from sale of investment securities	11,076,518	13,687,285
Interest and dividends earned on investment securities	<u>2,653</u>	<u>181</u>
Net cash provided by investing activities	<u>8,491</u>	<u>3,895</u>
<b>NET INCREASE (DECREASE) IN CASH</b>	(187,947)	19,870
<b>CASH AT BEGINNING OF YEAR</b>	<u>220,017</u>	<u>200,147</u>
<b>CASH AT END OF YEAR</b>	<u><u>\$32,070</u></u>	<u><u>\$220,017</u></u>

(Continued)

The accompanying notes are an integral part of this statement.

**LOUISIANA TRANSPORTATION AUTHORITY  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
STATE OF LOUISIANA**

**Statement of Cash Flows  
For the Years Ended June 30, 2022 and 2021**

	<u>2022</u>	<u>2021</u>
<b>RECONCILIATION OF OPERATING LOSS TO NET CASH PROVIDED BY OPERATING ACTIVITIES:</b>		
Operating loss	<u>(\$5,104,899)</u>	<u>(\$5,028,815)</u>
Adjustment to reconcile operating loss to net cash provided by operating activities:		
Depreciation expense	9,427,875	9,427,875
Decrease in accounts receivable	74,332	10,858
(Increase) Decrease in due from	(838,217)	11,047
(Decrease) in due to	<u>(1,830)</u>	<u>(35)</u>
Total adjustments	<u>8,662,160</u>	<u>9,449,745</u>
Net cash provided by operating activities	<u><u>\$3,557,261</u></u>	<u><u>\$4,420,930</u></u>

(Concluded)

The accompanying notes are an integral part of this statement.

# NOTES TO THE FINANCIAL STATEMENTS

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## INTRODUCTION

The Louisiana Transportation Authority (Authority) is a public corporation within the Department of Transportation and Development (DOTD) of the state of Louisiana. The Louisiana Legislature created the Authority pursuant to Louisiana Revised Statutes 48:2071-48:2083 for the purpose of pursuing alternative and innovative funding sources including, but not limited to public/private partnerships, tolls, and unclaimed property bonds, to supplement public revenue sources and to improve Louisiana's transportation system. The Authority is governed by nine directors who shall be the governing body of the Authority with full power to promulgate rules and regulations for the maintenance and operation of the Authority, subject to the approval of the House and Senate committees on Transportation, Highways, and Public Works. In accordance with the provisions of the revised statutes, the Authority has the power to issue bonds for any purpose of the Authority and to pledge revenues for the payment of the principal and interest of such bonds. The Authority has no taxing power.

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

### A. BASIS OF PRESENTATION

In April of 1984, the Financial Accounting Foundation established the Governmental Accounting Standards Board (GASB) to promulgate generally accepted accounting principles and reporting standards with respect to activities and transactions of state and local governmental entities. GASB has issued a *Codification of Governmental Accounting and Financial Reporting Standards* (GASB Codification). This codification and subsequent GASB pronouncements are recognized as generally accepted accounting principles for state and local governments. The accompanying financial statements have been prepared on the full accrual basis in accordance with such principles.

### B. REPORTING ENTITY

GASB Codification Section 2100 has defined the governmental reporting entity to be the state of Louisiana. The Authority is considered a component unit of the state of Louisiana because the nine Authority directors are either members of the legislature or are appointed by the governor, and the state is able to impose its will on the Authority through its oversight responsibility. The accompanying financial statements present only the activity of the Authority. Annually, the state of Louisiana issues basic financial statements that include the activity contained in the accompanying financial statements. The accounts of the Authority are maintained in accordance with applicable statutory provisions and the regulations of the Division of Administration - Office of

Statewide Reporting and Accounting Policy (OSRAP). These basic financial statements are audited by the Louisiana Legislative Auditor.

### **C. FUND ACCOUNTING**

All activities of the Authority are accounted for within a single proprietary (enterprise) fund. Proprietary funds are used to account for operations that are (a) financed and operated in a manner similar to private business enterprises where the intent of the governing body is that the cost of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

### **D. BASIS OF ACCOUNTING**

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus applied. The transactions of the Authority are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets and all liabilities associated with the operations are included on the Statement of Net Position.

Revenues are recognized in the accounting period when they are earned, and expenses are recognized when the related liability is incurred.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and/or producing and delivering goods in connection with a proprietary fund's principal ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

### **E. BUDGET PRACTICES**

The Authority does not adopt a formal budget on a fiscal basis.

### **F. CASH AND INVESTMENTS**

Cash includes amounts on deposit with the fiscal agent bank and an imprest account. Investments include amounts invested in money market funds. The Authority considers all highly-liquid investments and deposits with a maturity of three months or less when purchased to be cash equivalents. Under state law, the Authority may deposit funds within a fiscal agent bank organized under the laws of the state of Louisiana, the laws of any other state in the Union, or the laws of the United States. The Trust Indenture dated November 1, 2013, and supplemented January 1, 2021, authorizes the trustee,



as directed by the Authority, to invest in direct United States Treasury obligations of which the principal and interest are guaranteed by the United States government; bonds, debentures, notes or other evidence of indebtedness issued or guaranteed by federal agencies and provided such obligations are backed by the full faith and credit of the United States of America or by U.S. government instrumentalities, which are federally sponsored; and mutual or trust fund institutions, which are registered with the Securities and Exchange Commission under the Securities Act of 1933 and the Investment Act of 1940 and which have underlying investments consisting solely of, and limited to, securities of the U.S. government or its agencies.

Investments that are externally restricted to make debt service payments, to maintain sinking or reserve funds, or to purchase or construct capital or other noncurrent assets are reported as restricted investments.

#### **G. CAPITAL ASSETS**

The Authority follows the capitalization policies established by OSRAP. Buildings and infrastructure assets have a capitalization threshold of \$100,000 and \$3 million, respectively, and are capitalized and depreciated using the straight-line method over 40 years. Construction-in-progress is not depreciated.

#### **H. COMPENSATED ABSENCES, PENSION BENEFITS, AND POSTRETIREMENT HEALTH CARE AND LIFE INSURANCE BENEFITS**

The Authority has no employees. DOTD employees perform the administrative and accounting functions for the Authority. Therefore, no compensated absences, pension benefits, or postretirement benefits are provided by the Authority.

#### **I. NONCURRENT LIABILITIES**

In accordance with GASB, bond issuance costs are expensed in the period incurred. Bond premium and discounts are amortized over the life of the bonds using the effective interest-rate method.

#### **J. NET POSITION**

Net position comprises the various net earnings from operations, nonoperating revenues, expenses, and contributions of capital. Net position is generally classified in the following three components:

- Net investment in capital assets consists of all capital assets, net of accumulated depreciation, reduced by the outstanding balances of any bonds or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

Deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are also included in this component of net position.

- Restricted net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.
- Unrestricted net position is the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

When an expense is incurred that can be paid using either restricted or unrestricted resources, the Authority's policy is to first apply the expense toward restricted resources, then toward unrestricted resources.

## **K. USE OF ESTIMATES**

The preparation of financial statements, in accordance with accounting principles generally accepted in the United States of America, requires management to make estimates and assumptions about amounts reported in the financial statements. Actual results could differ from those estimates.

## **2. CASH**

As reflected on Statement A, the Authority has cash (book balances) totaling \$32,070 at June 30, 2022, and \$220,017 at June 30, 2021. Under state law, demand deposits with financial institutions must be secured by federal deposit insurance or the pledge of securities owned by the fiscal agent bank. The fair value of the pledge securities plus the federal deposit insurance must, at all times, equal the amount on deposit with the fiscal agent. GASB Statement 40, which altered GASB Statement 3, excluded the disclosure requirement to publish all deposits by three categories of risk. An entity's deposits may pose a custodial credit risk if the deposit balance is not covered by depository insurance and are (a) uncollateralized, (b) collateralized with securities held by the pledging financial institution, or (c) collateralized with securities held by the pledging financial institution's trust department or agent but not in the depositor-government's name. The Authority had deposits (collected bank balances) secured by federal deposit insurance of \$53,265 and \$226,342 at June 30, 2022, and June 30, 2021, respectively.

## **3. INVESTMENTS**

At June 30, 2022, the Authority has investments stated at cost, which approximates market, totaling \$14,299, which are composed of money market mutual funds that consist of shares in investments in direct obligations of the U.S. Department of the Treasury including Treasury bills, bonds, notes, and other obligations issued or

guaranteed by the U.S. Treasury. The Authority holds investments across three Goldman Sachs Financial Square Funds. The Goldman Sachs Financial Square Treasury Instruments Fund is rated Aaa-mf by Moody's Investors Service and AAAM by Standard and Poor's. The Goldman Sachs Financial Square Government Funds are rated Aaa-mf by Moody's Investors Service and AAAM by Standard and Poor's. These investments are reflected as restricted assets in the Statement of Net Position.

At June 30, 2021, the Authority had investments stated at cost, which approximated market, totaling \$20,136, which were composed of money market mutual funds that consisted of shares in investments in direct obligations of the U.S. Department of the Treasury including Treasury bills, bonds, notes, and other obligations issued or guaranteed by the U.S. Treasury. The Authority's investments in the Federated U.S. Treasury Cash Reserves Mutual Fund were rated AAAM by Standard and Poor's and Aaa-mf by Moody's Investors Service. The fund primarily invested in short-term U.S. Treasury and government securities that had remaining maturities of 365 days or less. These funds are reflected as restricted assets in the Statement of Net Position. The fund did not invest in repurchase agreements.

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. At year-end, June 30, 2022, and June 30, 2021, the Authority limited credit risk by investing in obligations explicitly guaranteed by the U.S. Treasury.

Concentration of credit risk is the risk of loss attributed to the magnitude of an entity's investment in a single issuer. No investments were held at June 30, 2022, or June 30, 2021, that required concentration of credit risk disclosure.

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority has no policies to limit its interest rate risk. No investments were held at June 30, 2022, or June 30, 2021, that required interest rate risk disclosure.

#### **4. ACCOUNTS RECEIVABLE, RESTRICTED**

The Authority has accounts receivable of \$0 and \$74,332 at June 30, 2022, and June 30, 2021, respectively, all of which are for tolls (net of the allowance for doubtful accounts of \$131 and \$39,679, respectively). These amounts were earned by the Authority before the year-end but not expected to be received until after the applicable year-end.

In fiscal year 2022, the toll gantry sustained major damage from Hurricane Ida causing cameras to become inoperable from August 29, 2021, to June 30, 2022. There were no violations processed for this period. Invoices generated during this time were those in process before the hurricane occurred. Based on the age of the receivables and the Authority's ability to collect aged accounts receivable, the entire amount of gross receivables were deemed not collectible.

For fiscal year 2021, allowance for doubtful accounts is the difference between all invoiced violations zero to 180 days old and the Authority's estimate of collectible accounts. Violation receivables older than 180 days are deemed uncollectible. The estimate of collectible accounts is based on collections of prior-year's violations and the Authority's ability to collect aged accounts receivable.

## **5. CAPITAL ASSETS**

The capital assets are included on the Statement of Net Position and are capitalized at cost. Depreciation of all exhaustible capital assets used by the entity is charged as an expense against operations. Depreciation is computed by the straight-line method over the useful lives of the assets.

A summary of changes in capital assets follows:

	<b>Balance June 30, 2021</b>	<b>Additions</b>	<b>Deletions</b>	<b>Balance June 30, 2022</b>
Capital assets not depreciated:				
Construction-in-progress	NONE			NONE
Total capital assets not depreciated	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>
Other capital assets:				
Buildings	\$889,750			\$889,750
Less accumulated depreciation	<u>(266,925)</u>	<u>(\$22,244)</u>		<u>(289,169)</u>
Total buildings	<u>622,825</u>	<u>(22,244)</u>		<u>600,581</u>
Infrastructure	375,781,015			375,781,015
Less accumulated depreciation	<u>(103,077,880)</u>	<u>(9,405,631)</u>		<u>(112,483,511)</u>
Total infrastructure	<u>272,703,135</u>	<u>(9,405,631)</u>		<u>263,297,504</u>
Total other capital assets	<u>\$273,325,960</u>	<u>(\$9,427,875)</u>	<u>NONE</u>	<u>\$263,898,085</u>
Capital asset summary:				
Capital assets not depreciated				
Other capital assets, book value	<u>\$376,670,765</u>			<u>\$376,670,765</u>
Total cost of capital assets	376,670,765			376,670,765
Less accumulated depreciation	<u>(103,344,805)</u>	<u>(\$9,427,875)</u>		<u>(112,772,680)</u>
Capital assets, net	<u>\$273,325,960</u>	<u>(\$9,427,875)</u>	<u>NONE</u>	<u>\$263,898,085</u>
	<b>Balance June 30, 2020</b>	<b>Additions</b>	<b>Deletions</b>	<b>Balance June 30, 2021</b>
Capital assets not depreciated:				
Construction-in-progress	NONE			NONE
Total capital assets not depreciated	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>	<u>NONE</u>
Other capital assets:				
Buildings	\$889,750			\$889,750
Less accumulated depreciation	<u>(244,681)</u>	<u>(\$22,244)</u>		<u>(266,925)</u>
Total buildings	<u>645,069</u>	<u>(22,244)</u>		<u>622,825</u>
Infrastructure	375,781,015			375,781,015
Less accumulated depreciation	<u>(93,672,249)</u>	<u>(9,405,631)</u>		<u>(103,077,880)</u>
Total infrastructure	<u>282,108,766</u>	<u>(9,405,631)</u>		<u>272,703,135</u>
Total other capital assets	<u>\$282,753,835</u>	<u>(\$9,427,875)</u>	<u>NONE</u>	<u>\$273,325,960</u>
Capital asset summary:				
Capital assets not depreciated				
Other capital assets, book value	<u>\$376,670,765</u>			<u>\$376,670,765</u>
Total cost of capital assets	376,670,765			376,670,765
Less accumulated depreciation	<u>(93,916,930)</u>	<u>(\$9,427,875)</u>		<u>(103,344,805)</u>
Capital assets, net	<u>\$282,753,835</u>	<u>(\$9,427,875)</u>	<u>NONE</u>	<u>\$273,325,960</u>

## 6. LONG-TERM LIABILITIES

The following is a summary of changes in long-term debt of the Authority for the years ended June 30, 2022, and 2021:

	Balance June 30, 2021	Additions	Reductions	Balance June 30, 2022	Amounts Due Within One Year
<b>Business-type activities:</b>					
Limited and Special Revenue obligation bonds					
Series 2021A Refunding Bonds	\$54,275,000			\$54,275,000	
Total	<u>\$54,275,000</u>			<u>\$54,275,000</u>	NONE
<b>Notes from direct borrowings and direct placements:</b>					
Series 2013B TIFIA Bonds	\$77,825,000		(\$25,000)	\$77,800,000	\$25,000
Series 2013C TIFIA Bonds	36,795,000		(2,050,000)	34,745,000	2,085,000
Total	<u>\$114,620,000</u>		<u>(\$2,075,000)</u>	<u>\$112,545,000</u>	<u>\$2,110,000</u>
<b>Total Bonds Payable</b>	<b><u>\$168,895,000</u></b>		<b><u>(\$2,075,000)</u></b>	<b><u>\$166,820,000</u></b>	<b><u>\$2,110,000</u></b>
	Balance June 30, 2020	Additions	Reductions	Balance June 30, 2021	Amounts Due Within One Year
<b>Business-type activities:</b>					
Limited and Special Revenue obligation bonds					
Series 2013A Refunding Bonds	\$49,000,000		(\$49,000,000)		
Bond Premium	136,995		(136,995)		
Series 2021A Refunding Bonds		\$54,275,000		\$54,275,000	
Total	<u>\$49,136,995</u>	<u>\$54,275,000</u>	<u>(\$49,136,995)</u>	<u>\$54,275,000</u>	NONE
<b>Notes from direct borrowings and direct placements:</b>					
Series 2013B TIFIA Bonds	\$77,850,000		(\$25,000)	\$77,825,000	\$25,000
Series 2013C TIFIA Bonds	38,820,000		(2,025,000)	36,795,000	2,050,000
Total	<u>\$116,670,000</u>		<u>(\$2,050,000)</u>	<u>\$114,620,000</u>	<u>\$2,075,000</u>
<b>Total Bonds Payable</b>	<b><u>\$165,806,995</u></b>	<b><u>\$54,275,000</u></b>	<b><u>(\$51,186,995)</u></b>	<b><u>\$168,895,000</u></b>	<b><u>\$2,075,000</u></b>

On June 9, 2005, the Authority issued Series 2005A Senior Lien Toll Revenue Bonds, Series 2005B Senior Lien Toll Revenue Capital Appreciation Bonds, and Series 2005 Subordinate Lien Toll Revenue Bond Anticipation Notes (BANS), under the Master Indenture of Trust, as supplemented by a First Supplemental Indenture of Trust and a Second Supplemental Indenture of Trust all dated as of April 1, 2005. The Series 2005A Senior Lien Toll Revenue Bonds had maturity dates of December 1, 2013, to December 1, 2030, with interest rates of 3.5% to 4.5%. The Capital Appreciation Bonds were interest-free bonds issued at a deep discount. The Series 2005 Subordinate Lien Toll Revenue BANS matured on September 1, 2009.

In addition, the Authority entered into a Secured Loan Agreement with the U.S. Department of Transportation (USDOT) to borrow \$66,000,000 to reimburse the Authority for "Eligible Project Cost" of Phase 1 by refinancing the Series 2005 Subordinate Lien BANS. To evidence the Authority's obligations under the Secured Loan Agreement, the Authority issued the Series 2005 Transportation Infrastructure Finance and Innovation Act (TIFIA) Bond as a Subordinate Lien Toll Revenue Bond. The TIFIA Bond had a maturity of December 1, 2040, with an interest rate of 4.45%.

On November 14, 2013, under the Trust Indenture, the Authority issued \$51,530,000 of Louisiana Transportation Authority Refunding Bonds, Series 2013A, to provide funds, together with other available funds including a portion of TIFIA bonds (described below), to currently refund the Authority's Series 2005A Senior Lien Toll Revenue Bonds and Series 2005B Senior Lien Toll Revenue Capital Appreciation Bonds. The Series 2013A Refunding Bonds have maturity dates of August 15, 2014, to August 15, 2043, with interest rates of 2.0% to 5.0%.

On November 6, 2013, the Authority entered into a Secured Loan Agreement with USDOT to borrow \$122,000,000, which effectively cancels the previous agreement with USDOT noted above for \$66,000,000. Simultaneously with the issuance of the Series 2013A bonds noted above, the Authority issued its LA 1 Project TIFIA Bonds, Series 2013B, for \$78,000,000, and LA 1 Project TIFIA Bonds, Series 2013C, for \$44,000,000. The Series 2013B and 2013C are collectively called the TIFIA Bonds. The purpose of the issuance of the TIFIA Bonds was to provide funds to currently refund the outstanding principal amount of the Series 2005 TIFIA Bonds, a portion of the Senior Bonds described above, and pay the cost of issuance for the TIFIA Bonds. The TIFIA Bonds were issued to evidence the obligation of the Authority under the Secured Loan Agreement to repay the loan made by USDOT. The Series 2013B TIFIA Bonds mature on August 15, 2046, and have an interest rate of 1.89%. The Series 2013C TIFIA Bonds mature on August 15, 2032, and have an interest rate of 3.46%.

On January 28, 2021, with authorization from the Third Supplement of the Trust Indenture, the Authority issued \$54,275,000 of Louisiana Transportation Authority Refunding Bonds, Series 2021A to refund the Authority's Series 2013A Refunding Bonds. The Refunding Bonds, Series 2021A has maturity dates of February 15, 2024 to August 15, 2043 and interest rates of 0.713% to 3.08%.

The Refunding Bonds, Series 2021A, are limited and special revenue obligation bonds. The TIFIA Series 2013B and Series 2013C Bonds are bonds that fall within the description of a Direct Placement as these bonds were not available to the public for purchase. Accordingly, the TIFIA bonds are reported separately from the Series 2021A Refunding Bonds. The Authority has an outstanding limited and special revenue obligation bond and two bonds from direct placements related to business-type activities totaling \$54,275,000 and \$112,545,000, respectively. The Authority does not have any unused lines of credit or assets pledged as collateral for any debt.

The terms specified in Article 5, Section 5.1 of the Pledge and Security Agreement (Agreement) identify events of default. The following shall constitute an "Event of Default" with respect to all of the outstanding TIFIA Bonds: (1) default in the payment of any portion of the principal of or interest on, or the redemption price of, any outstanding TIFIA Bond when due; (2) failure by the Authority to cure any noncompliance with any provision of the Agreement within 60 days after receiving written notice from the trustee or owners of at least 25% of the principal amount of the outstanding TIFIA Bonds; (3) failure to operate, maintain, and repair the project per the Agreement; (4) failure to obtain or maintain insurance per the Agreement; (5) the occurrence of a Bankruptcy Related Event; or (6) the occurrence of an Event of Default under the TIFIA Loan Agreement. Article 5, Section 5.2 of

the Agreement states that upon the occurrence of any Event of Default, the trustee may take whatever action at law or in equity may appear necessary or desirable to enforce the rights of the owners of the outstanding TIFIA Bonds and shall deposit any money received as a result of such action per the Agreement. Notice of default as described in Article 5, Section 5.11 of the Agreement should be made immediately in the case of the events described in (1) and (2) above and within 30 days for all other defaults, after the receipt of notice and the trustee is deemed to have notice, the trustee shall give written notice to the owners of all Bonds then outstanding, in the manner provided. Additionally, the Authority shall give immediate notice to the owners of the TIFIA Bonds as provided in the Loan Agreement. The trustee shall immediately notify, in writing, the Authority and the state of any Event of Default of which the trustee has actual notice.

All principal and interest prior to the 2013 bonds were funded in accordance with Article 7, Section 27 of the Louisiana Constitution of 1974. These bonds are not general obligations of the state or any political subdivision thereof, and the faith and credit of the state is not pledged to the payment of these bonds.

On November 6, 2013, the Authority entered into a Cooperative Endeavor Agreement, amended November 13, 2013, and January 28, 2021, with the state of Louisiana, subject to appropriation, through the Commissioner of Administration, to make payments to the Authority in an amount sufficient to pay the principal, premium, and interest on the bonds. The Authority has agreed to reimburse the state, as provided by a pledge agreement, to the extent funds are available. All toll revenue is pledged to payment of the debt. Every four years, when the leap year occurs, any additional interest will be paid from the administrative expenses due to adjustments made by TIFIA.

As of June 30, 2022, Fitch rated the Series 2021A Refunding Bonds as A+, and Moody's rated the Series 2021A Refunding Bonds as Aa3. Standard and Poor's has not issued a rating as of the date of this report.



Details of all debt outstanding on June 30, 2022, and June 30, 2021, are as follows:

	Date of Issue	Original Issue	Outstanding June 30, 2021	Issues/Added (Redeemed)	Outstanding June 30, 2022	Maturities	Interest Rates	Future Interest Payments, June 30, 2022
Series 2021A Refunding Bonds	1/28/2021	\$54,275,000	\$54,275,000		\$54,275,000	2024-2043	0.7%-3.08%	\$20,029,727
Series 2013B TIFIA Bonds	11/14/2013	78,000,000	77,825,000	(\$25,000)	77,800,000	2046	1.89%	27,946,586
Series 2013C TIFIA Bonds	11/14/2013	44,000,000	36,795,000	(2,050,000)	34,745,000	2032	3.46%	7,272,872
Total		<u>\$176,275,000</u>	<u>\$168,895,000</u>	<u>(\$2,075,000)</u>	<u>\$166,820,000</u>			<u>\$55,249,185</u>

	Date of Issue	Original Issue	Outstanding June 30, 2020	Issues/Added (Redeemed)	Outstanding June 30, 2021	Maturities	Interest Rates	Future Interest Payments, June 30, 2021
Series 2013A Refunding Bonds	11/14/2013	\$51,530,000	\$49,000,000	(\$49,000,000)				
Series 2013B TIFIA Bonds	11/14/2013	78,000,000	77,850,000	(25,000)	\$77,825,000	2046	1.89%	\$29,417,240
Series 2013C TIFIA Bonds	11/14/2013	44,000,000	38,820,000	(2,025,000)	36,795,000	2032	3.46%	8,510,223
Series 2021A Refunding Bonds	1/28/2021	54,275,000		54,275,000	54,275,000	2024-2043	0.7%-3.08%	21,442,071
Total		<u>\$227,805,000</u>	<u>\$165,670,000</u>	<u>\$3,225,000</u>	<u>\$168,895,000</u>			<u>\$59,369,534</u>
Bond Premium (discount)			<u>136,995</u>		<u>0</u>			
Bonds Payable, net			<u>\$165,806,995</u>		<u>\$168,895,000</u>			

The annual requirements to amortize all bonds outstanding on June 30, 2022, and June 30, 2021, are as follows:

Year ending June 30, 2022	Business-Type Activities			
	Bonds		Notes from Direct Borrowings and Direct Placements	
	Principal	Interest	Principal	Interest
2023		\$1,348,658	\$2,110,000	\$2,635,992
2024	\$490,000	1,348,658	2,670,000	2,553,611
2025	1,975,000	1,345,164	2,745,000	2,460,443
2026	1,985,000	1,326,638	2,825,000	2,364,333
2027	2,000,000	1,304,049	2,910,000	2,265,498
2028-2032	11,785,000	5,962,949	17,865,000	9,606,967
2033-2037	13,500,000	4,581,956	21,135,000	6,740,890
2038-2042	15,560,000	2,541,770	23,305,000	4,611,284
2043-2047	6,980,000	269,885	36,980,000	1,980,440
Total	<u>\$54,275,000</u>	<u>\$20,029,727</u>	<u>\$112,545,000</u>	<u>\$35,219,458</u>

Year ending June 30, 2021	Business-Type Activities			
	Bonds		Notes from Direct Borrowings and Direct Placements	
	Principal	Interest	Principal	Interest
2022		\$1,412,344	\$2,075,000	\$2,708,005
2023		1,348,658	2,110,000	2,635,992
2024	\$490,000	1,348,658	2,670,000	2,553,611
2025	1,975,000	1,345,164	2,745,000	2,460,443
2026	1,985,000	1,326,638	2,825,000	2,364,333
2027-2031	11,270,000	6,168,909	16,865,000	10,205,976
2032-2036	13,180,000	4,898,495	20,650,000	7,226,687
2037-2041	15,095,000	3,006,696	22,855,000	5,047,645
2042-2046	10,280,000	586,509	32,645,000	2,638,733
2047			9,180,000	86,038
Total	<u>\$54,275,000</u>	<u>\$21,442,071</u>	<u>\$114,620,000</u>	<u>\$37,927,463</u>

## 7. PLEDGED REVENUES

In 2005, the Authority distributed several series of toll revenue bonds to subsidize a highway project which would create elevated highways that would run parallel to Louisiana Highway 1 and provide a bridge over Bayou Lafourche. In November 2013, the Series 2005 Bonds were refunded. The bonds were issued as the 2013 Series Bonds and were refunded in January 2021 by the issuance of the 2021 Series Bonds. The 2021 Series Bonds are backed by a pledge from the toll revenues received from the southbound lane of the new highway from Leesville to Port Fourchon per amendment of the security agreement.

In August 2009, the U.S. Department of Transportation loaned the Authority funds from the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. The Authority distributed two bonds, Series 2013 B and C, of TIFIA LA1 Project Bonds to help refund the TIFIA Bonds while at the same time refunding the 2005 series bonds mentioned above. On November 6, 2013, the Authority entered into a Cooperative Endeavor Agreement, amended November 13, 2013, and January 28, 2021, with the state of Louisiana, subject to appropriation, through the Commissioner of Administration, to make payments to the Trust in an amount sufficient to pay the principal of, premium, and interest on the bonds. The Authority has agreed to reimburse the state, as provided by a pledge agreement, to the extent funds are available. All toll revenue is pledged to payment of the debt. Toll revenues reported on Statement B for the fiscal year ended June 30, 2022, and June 30, 2021, were \$966,682 and \$4,423,110, respectively.

## 8. DUE FROM/TO OTHER ENTITIES

The following is a summary of due from/to other entities:

	As of June 30, 2022	As of June 30, 2021
Due from:		
DOTD - LA 1 tolls in GeauxPass and Toll Clearing Accounts	\$2,764	\$315,347
Primary Government - Office of Risk Management	1,150,800	
Total	<u>\$1,153,564</u>	<u>\$315,347</u>
Due to:		
DOTD - Kiosk and petty cash seed	\$1,678	\$3,507
Primary Government – Division of Administration	1,150,800	
Total	<u>\$1,152,478</u>	<u>\$3,507</u>

## 9. OPERATING TRANSFERS IN/OUT

On November 6, 2013, the Authority entered into an agreement, amended November 13, 2013, and January 28, 2021, with the state of Louisiana, acting by and through the Commissioner of Administration, in which the state agreed to make payments to the Authority sufficient to pay principal, premium, if any, and interest on the bonds, subject to appropriation. The payments from the state to the Authority shall be satisfied by making such payments directly to the trustee on behalf of the Authority. These payments began in fiscal year 2015 and continue each fiscal year thereafter through fiscal year 2047. The Authority agrees it will apply payments made solely to pay debt service, administrative expenses, or other payments required by the bond indenture. The Authority agrees to reimburse the state, as prescribed in the pledge agreement between the Authority and the trustee, to the extent funds are available.

For the year ended June 30, 2022, Transfers In from the state of Louisiana and Transfers Out to the state of Louisiana were \$6,160,283 and \$4,930,308, respectively. For the year ended June 30, 2021, Transfers In from the state of Louisiana and Transfers Out to the state of Louisiana were \$7,887,451 and \$4,425,276, respectively.

## 10. COOPERATIVE ENDEAVORS

Louisiana Revised Statute 33:9022 defines cooperative endeavors as any form of economic development assistance between and among the state of Louisiana; its local governmental subdivisions; political corporations; public benefit corporations; the U.S. government or its agencies; or any public or private association, corporation, or individual. The term cooperative endeavor includes cooperative financing, cooperative development, or any form of cooperative economic development activity. The state of Louisiana has entered into cooperative endeavor agreements with certain entities aimed at developing the economy of the state.

The Authority entered into a cooperative endeavor with DOTD in April 2005 to enhance the feasibility of financing Phase I of the LA 1 Project. DOTD's obligations under the agreement are as follows: (1) align funding agreements with the Federal Highway Administration for advance construction; (2) guarantee the payment of cost overruns of Phase I; and (3) pay future operating and maintenance expenses from available DOTD funding, subject to appropriation. The guarantee of funding from DOTD was to ensure that the owners of the Series 2005 bonds will be granted a gross revenue pledge on any tolls generated by Phase I.

As disclosed in note 6, the Authority issued new debt during fiscal year 2014 to defease the 2005 debt. The agreement with DOTD was amended at the time of the debt refinancing to reflect the issuance of the Series 2013 obligations and the refunding of the Series 2005 obligations. Since Phase I is complete, DOTD obligations noted above related to funding for construction are no longer applicable; however, DOTD remains responsible for all operating and maintenance. The amendment to the Cooperative Endeavor Agreement with DOTD was effective November 6, 2013, and added/modified the following DOTD obligations: (1) DOTD will furnish financial and other information to the Authority, trustee, and U.S. government; (2) DOTD will maintain business interruption insurance covering loss of revenues, and DOTD will repair or replace any portion of Phase I essential to operations; (3) DOTD will no longer be responsible for the payment of the debt in any manner; and (4) the agreement shall be binding until the debt is paid in full.

On January 28, 2021, the Authority defeased the outstanding Series 2013A Bonds and issued a new debt for Series 2021A Bonds. The agreement with DOTD was amended at the time of the debt refinancing to reflect the issuance of the Series 2021 obligations and the refunding of the Series 2013 obligations. DOTD signed an agreement with Plenary Infrastructure on December 20, 2019. Plenary is expected to take over all tolling operations from the Authority beginning in July of 2023.

On November 6, 2013, the Authority entered into an agreement, amended November 13, 2013, and January 28, 2021, with the state of Louisiana, acting by and through the Commissioner of Administration, in which the state agrees to make payments to the Authority sufficient to pay the principal, premium, if any, and interest on the bonds, subject to appropriation. The payments from the state to the Authority shall be satisfied by making such payments directly to the trustee on behalf of the Authority. These payments began in fiscal year 2015 and each fiscal year thereafter through fiscal year 2047. The Authority agrees it will apply payments made solely to pay debt service, administrative expenses, or other payments required by the bond indenture. The Authority agrees to reimburse the state, as prescribed in the pledge agreement between the Authority and the trustee, to the extent funds are available.

The toll collections in fiscal year 2022 did not provide sufficient revenues to reimburse the state in full for debt payments made on its behalf, as stipulated by the Cooperative Endeavor Agreement. For fiscal year 2023, the Authority anticipates that collections will not reimburse the state in full.

## **OTHER REPORT REQUIRED BY GOVERNMENT AUDITING STANDARDS**

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### Exhibit A

The following pages contain our report on internal control over financial reporting and on compliance with laws, regulations, and other matters as required by *Government Auditing Standards*, issued by the Comptroller General of the United States. The report is based solely on the audit of the financial statements and includes, where appropriate, any significant deficiencies and/or material weaknesses in internal control or compliance and other matters that would be material to the presented financial statements.



November 28, 2022

Report on Internal Control over Financial Reporting and on Compliance  
and Other Matters Based on an Audit of Financial Statements Performed in  
Accordance with *Government Auditing Standards*

Independent Auditor's Report

**LOUISIANA TRANSPORTATION AUTHORITY**  
**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**  
**STATE OF LOUISIANA**  
Baton Rouge, Louisiana

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (Government Auditing Standards), the financial statements of the business-type activities of the Louisiana Transportation Authority (Authority), a component unit of the state of Louisiana, as of and for the years ended June 30, 2022, and June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated November 28, 2022.

**Report on Internal Control over Financial Reporting**

In planning and performing our audits of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audits we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

### **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audits, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Governmental Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the Legislative Auditor as a public document.

Respectfully submitted,



Michael J. "Mike" Waguespack, CPA  
Legislative Auditor

LMN:RR:EFS:ch

LTA 2022