



ANNUAL FINANCIAL REPORT • FISCAL YEAR ENDING JUNE 30, 2023

# State Road and Tollway Authority

A Component Unit of the State of Georgia

Including Independent Auditor's Reports

Greg S. Griffin | State Auditor



**DOAA**

Georgia Department  
of Audits & Accounts

# State Road and Tollway Authority

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## **State Road and Tollway Authority**

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## INDEPENDENT AUDITOR'S REPORT

The Honorable Brian P. Kemp, Governor of Georgia  
Members of the General Assembly of the State of Georgia  
Members of the Board of Directors of the State Road and Tollway Authority  
and  
Ms. Jannine Miller, Executive Director

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

#### ***Opinions***

We have audited the accompanying financial statements of the governmental activities, business-type activities, and each major fund of the State Road and Tollway Authority (Authority), a component unit of the State of Georgia, as of and for the year ended June 30, 2023, 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 financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, business-type activities, and each major fund of the Authority as of June 30, 2023, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

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

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



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

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

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with 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 the Management's Discussion and Analysis and required supplementary information listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial

reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We 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 audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated December 27, 2023 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.

A copy of this report has been filed as a permanent record and made available to the press of the State, as provided for by Official Code of Georgia Annotated section 50-6-24.

Respectfully submitted,

A handwritten signature in cursive script that reads "Greg S. Griffin".

Greg S. Griffin  
State Auditor

December 27, 2023

STATE ROAD AND TOLLWAY AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

**Introduction**

The *Management's Discussion and Analysis* (MD&A) of the State Road and Tollway Authority ("SRTA" or "the Authority") presents an overview and analysis of the Authority's financial activities for the fiscal year ended June 30, 2023. Comparative data is provided for fiscal year 2022. The MD&A should be read in conjunction with the Authority's financial statements, including the notes to the financial statements, which are an integral part of the statements that follow this narrative.

The Authority is a public corporation and body corporate responsible for financing transportation projects and operating toll facilities in the State of Georgia. As of June 30, 2023, the Authority's proprietary statements consist of the Tolling System Fund, which accounts for tolling activities related to the I-85 Express Lanes, I-85 Extension Express Lanes, I-75 Northwest Corridor Project Express Lanes, and the I-75 South Express Lanes. The Tolling System Fund also includes *tolling* activities related to the State's Major Mobility Investment Program (MMIP). Five (5) tolling facilities are under planning as part of that program.

As of June 30, 2023, the Authority's governmental statements include the general fund activities of the Authority, management of a bond financing program (debt service) and administration of the Georgia Transportation Infrastructure Bank (GTIB) program.

**Financial Highlights**

Like many households in Georgia and around the country, SRTA truly began to hit its stride in the post-pandemic environment in fiscal year 2023. The fiscal year brought yet another record-breaking year of toll revenue collections, as Georgia's residents and visitors began to settle into their post-pandemic commute and travel routines. SRTA also continued its long-lasting partnerships with the Georgia Department of Transportation (GDOT) and local governments by continuing to service innovative financing solutions through public-private partnerships and the GTIB program.

- Tolling revenue increased by \$11.0 million year-over-year, signifying growing adoption of the SRTA Peach Pass network and the maturation of its roadway system(s), along with a continuation of strong commuter response post-pandemic.
- Governmental funds continued to serve their respective purposes, with debt principal on non-tolling road and bridge projects being reduced by \$60.5 million during the fiscal year. Payments toward non-tolling projects totaled \$209.3 million on the I-285 at SR 400 Interchange, I-16 at I-95 Interchange, and I-20 East Interchange projects. The Georgia Transportation Infrastructure Bank (GTIB) disbursed \$10.2 million in grants to local governments for roadway projects during the fiscal year. Most of SRTA's Governmental activities are completed in partnership with the Governor's Office of Planning and Budget, Georgia General Assembly and GDOT through the State's annual Appropriations Act and funded with intergovernmental revenue.

**Overview of the Financial Statements**

The financial section of this report includes three parts: (1) management's discussion and analysis, (2) basic financial statements, and (3) required supplementary information. The Basic Financial Statements consist of three components: (1) government-wide financial statements, (2) fund financial statements, and (3) notes to the financial statements.

# STATE ROAD AND TOLLWAY AUTHORITY

## MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

### **Government-Wide Financial Statements – Reporting the Authority as a Whole**

The Authority is considered a blended component unit of the State of Georgia for financial reporting purposes because of the significance of its legal, operational, and financial relationships with the State. These reporting entity relationships are defined in Section 2100 of the Governmental Accounting Standards Board's *Codification of Governmental Accounting and Financial Reporting Standards*.

- **Governmental Activities.** The Authority's basic services fall under this activity, including services related to general government, debt service, and the Georgia Transportation Infrastructure Bank (GTIB). Intergovernmental revenue is the major funding source for these programs.
  - SRTA's governmental funds include a general fund, a special revenue fund for the GTIB program, and a debt service fund.
  - The general fund is utilized mostly to facilitate contractual commitments and payments related to the State's Major Mobility Investment Program (MMIP) on non-tolling projects, along with facilitating other non-tolling Authority business processes related to the GO! Transit Program and payments between SRTA and the Atlanta-region Transit Link Authority, which share administrative services.
  - The GTIB fund is utilized to facilitate grant and loan activity between SRTA and local governments for transportation projects. SRTA operates the GTIB program and reviews applications from across the state annually for grant and loan funding, contingent upon State appropriations.
  - The debt service fund facilitates debt servicing on non-tolling debt held by SRTA for state road and bridge projects. This fund is financed in cooperation with GDOT via intergovernmental revenues.
- **Business-Type Activities.** The Authority operates tolling activities similar to private-sector businesses by charging fees to customers to recover all or a significant portion of their costs of providing goods and services. Operations falling under business-type activities are primarily funded by toll revenues.
  - SRTA's proprietary fund includes the Tolling System Fund.
  - The Tolling System Fund accounts for all activity related to SRTA's Managed Lane System: I-85 Express Lanes, I-85 Extension Express Lanes, I-75 Northwest Corridor Project Express Lanes, and I-75 South Express Lanes. Violations revenue, violations processing, tolling capital expenses, and debt servicing activity related to SRTA tolling projects are also accounted for in the Tolling System Fund.

### **Reconciliation Between Government-Wide and Fund Statements**

This report also includes two schedules that reconcile and explain the differences between the amounts reported for the governmental activities on the government-wide statements (full-accrual accounting, long-term focus) with the amounts reported on the governmental fund statements (modified accrual accounting, short-term focus). The schedules are in the Basic Financial Statements – Fund Financial Statements – Governmental Funds section. The following explanations represent some of the reporting differences between the two statements:

- Capital outlays result in capital assets on the government-wide statements but are reported as expenditures in the governmental fund financial statements.
- Bond proceeds are recorded as long-term debt on the government-wide statements but are listed as current financial resources on the governmental fund statements.



STATE ROAD AND TOLLWAY AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

**Notes to the Financial Statements**

The Notes to the Financial Statements located at the end of the Basic Financial Statements section provide additional information essential to a complete understanding of the financial statements. The notes are applicable to both the government-wide financial statements and the fund financial statements.

**Required Supplementary Information**

In addition to this MD&A, the Basic Financial Statements are followed by a section containing required supplementary information which further explains and supports the information in the financial statements. This section of the report includes: (1) information on the Authority's defined benefit pension liability and contributions, and (2) information on the Authority's other postemployment benefit plans (OPEB) and State Employee Assurance Department (SEAD).

**Government-Wide Financial Analysis**

**Net Position**

*State Road and Tollway Authority Statement of Net Position*

	Governmental Activities		Business-Type Activities		Total	
	2023	2022	2023	2022	2023	2022
Cash and Investments	\$ 790,678,486	\$ 921,152,453	\$ 272,654,475	\$ 238,599,011	\$ 1,063,332,961	\$ 1,159,751,464
Receivables	105,060,499	106,402,659	1,095,307	1,146,338	106,155,806	107,548,997
Other Assets	63,660	120,938	828,482	1,147,616	892,142	1,268,554
Capital Assets	105,046,506	101,138,605	50,545,337	46,147,420	155,591,843	147,286,025
<b>Total Assets</b>	<b>1,000,849,151</b>	<b>1,128,814,655</b>	<b>325,123,601</b>	<b>287,040,385</b>	<b>1,325,972,752</b>	<b>1,415,855,040</b>
<b>Deferred Outflows of Resources</b>	<b>784,924</b>	<b>554,034</b>	<b>10,749,716</b>	<b>10,909,543</b>	<b>11,534,640</b>	<b>11,463,577</b>
Other Liabilities	187,578,586	283,945,416	32,523,736	31,664,241	220,102,322	315,609,657
Long-Term Liabilities	516,645,407	593,943,274	452,737,678	440,591,759	969,383,085	1,034,535,033
<b>Total Liabilities</b>	<b>704,223,993</b>	<b>877,888,690</b>	<b>485,261,414</b>	<b>472,256,000</b>	<b>1,189,485,407</b>	<b>1,350,144,690</b>
<b>Deferred Inflows of Resources</b>	<b>328,207</b>	<b>1,332,229</b>	<b>1,815,400</b>	<b>8,490,889</b>	<b>2,143,607</b>	<b>9,823,118</b>
Net Position:						
Net Investment in						
Capital Assets	105,046,506	101,138,605	23,743,798	29,817,726	128,790,304	130,956,331
Restricted	610,620,710	682,379,849	34,896,655	26,350,140	645,517,365	708,729,989
Unrestricted (Deficit)	(418,585,341)	(533,370,684)	(209,843,950)	(238,964,827)	(628,429,291)	(772,335,511)
<b>Total Net Position</b>	<b>\$ 297,081,875</b>	<b>\$ 250,147,770</b>	<b>\$ (151,203,497)</b>	<b>\$ (182,796,961)</b>	<b>\$ 145,878,378</b>	<b>\$ 67,350,809</b>

Total cash and investments decreased by \$96.4 million year over year. This is mostly due to spend-down on prefunded governmental activities related to GDOT non-tolling and debt service projects in partnership with GDOT.

Overall, assets decreased by \$89.9 million. This amount nearly matches the cash outflows mentioned above, which were a result of governmental activity on non-tolling roadway projects.

Liabilities decreased by \$160.7 million. Much of this is the result of decreased noncurrent liabilities, as the Authority eliminated \$65.2 million in fiscal year 2023. Contributing heavily to this amount was the decrease in governmental bonds payable with an overall reduction of \$60.5 million in principal, and \$17.7 million in premiums. Unearned revenue also was reduced in governmental funds by \$72.1 million, as pre-funded non-tolling roadway projects earned expenses and subsequent revenue recognition. Business-type activities' liabilities increased slightly, which can be attributed to an increase in pension liabilities and the implementation of GASB No. 96 (Subscription Based Information Technology Arrangements) subscription liabilities.

# STATE ROAD AND TOLLWAY AUTHORITY

## MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

In total, net position increased by \$78.5 million in fiscal year 2023. This increase is the result of larger cash holdings in business-type activities due to revenue growth and interest earnings, along with the aforementioned liabilities reduction in governmental funds.

### Statement of Activities

The Statement of Activities details the revenue/expense and the change in Net Position for SRTA. A breakdown of this activity and requisite highlights is detailed below.

#### State Road and Tollway Authority Statement of Activities

	Governmental Activities		Business-Type Activities		Total	
	2023	2022 (1)	2023	2022	2023	2022 (1)
Revenues:						
General Government	\$ 21,602,754	\$ 10,825,140	\$ -	\$ -	\$ 21,602,754	\$ 10,825,140
Roadway Improvements per GDOT MOU	209,316,667	129,470,602	-	-	209,316,667	129,470,602
Infrastructure Loans and Grants Disbursed	12,999,055	12,999,055	-	-	12,999,055	12,999,055
Interest on Long-Term Debt	24,151,300	27,057,175	-	-	24,151,300	27,057,175
Tolling Operations	-	-	73,375,226	62,027,592	73,375,226	62,027,592
<b>Total Revenues</b>	<b>268,069,776</b>	<b>180,351,972</b>	<b>73,375,226</b>	<b>62,027,592</b>	<b>341,445,002</b>	<b>242,379,564</b>
Expenses:						
General Government	21,665,911	49,905,286	-	-	21,665,911	49,905,286
Roadway Improvements per GDOT MOU	209,316,667	102,186,670	-	-	209,316,667	102,186,670
Infrastructure Loans and Grants Disbursed	10,163,856	-	-	-	10,163,856	-
Interest on Long-Term Debt	5,827,978	8,235,981	-	-	5,827,978	8,235,981
Tolling Operations	-	-	55,874,944	56,490,092	55,874,944	56,490,092
<b>Total Expenses</b>	<b>246,974,412</b>	<b>160,327,937</b>	<b>55,874,944</b>	<b>56,490,092</b>	<b>302,849,356</b>	<b>216,818,029</b>
General Revenues:	25,838,741	1,539,250	14,093,182	742,738	39,931,923	2,281,988
Beginning of Year	250,147,770	228,584,485	(182,796,961)	(189,077,199)	67,350,809	39,507,286
End of Year	\$ 297,081,875	\$ 250,147,770	\$ (151,203,497)	\$ (182,796,961)	\$ 145,878,378	\$ 67,350,809

(1) Fiscal year 2022 governmental activities revenue presentation was adjusted to match current year reporting.

Total program revenues increased by \$99.1 million in fiscal year 2023. This is due to several factors, most of which is a result of increased governmental transaction activity between SRTA and project partners on non-tolling projects. Non-tolling MMIP expense activity increased \$107.1 million year-over-year, which also triggers an increase in earned revenue received by SRTA via GDOT. Revenues in tolling operations also increased by \$11.3 million in fiscal year 2023, further contributing to the increase.

Total expenses increased by \$86.0 million in fiscal year 2023. As mentioned above, this is largely the product of a higher level of expense activity related to GDOT non-tolling projects in comparison to the prior year, with those projects demonstrating a \$107.1 million increase.

Management does not believe that Governmental Activities and Business-Type Activities are comparable for analytical purposes. While the combined schedules show a total picture of SRTA responsibilities, the two activities should be viewed in their respective parts. This is due to the variety of funding sources and business activity that each side represents accordingly.

STATE ROAD AND TOLLWAY AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

**Financial Analysis of Business-Type Activities**

The following table and highlights below show the results of operations for the last two years.

*State Road and Tollway Authority Business Type Activities*

	2023	2022
Revenues:		
Toll Revenues	\$ 73,077,238	\$ 61,956,133
Other	327,785	71,459
<b>Total Revenues</b>	73,405,023	62,027,592
Operating expenses:		
Personal Services	10,683,297	7,567,008
Other	31,802,146	35,364,713
<b>Total Expenses</b>	42,485,443	42,931,721
Nonoperating revenues/(expenses):		
Interest and Investment Revenue	11,900,559	742,738
Interest Expense	(13,389,501)	(13,558,371)
Transfers In	2,162,826	-
<b>Total Nonoperating</b>	673,884	(12,815,633)
Net position - Beginning	(182,796,961)	(189,077,199)
Net position - Ending	\$ (151,203,497)	\$ (182,796,961)

The Tolling System Fund is the sole business-type activity fund for the Authority. Transactions within this fund capture all tolling-related activities of the authority. Highlights for fiscal year 2023 include:

- Fiscal year 2023 showed another year-over-year increase in toll revenue of \$11.0 million. Toll Revenues, as described here, includes revenues collected from both customers and violators.
- Increase in Interest and Investment Revenue of \$11.2 million. The increase in interest is partly a result of the United States' monetary policy during the fiscal year, as interest rates were increased seven times from July 1, 2022 to June 30, 2023. The increase can also be attributed to larger cash holdings of the Authority related to increased toll revenues and proceeds held by the authority on its SRTA's Series 2021AB Guaranteed Revenue Bonds.
- Decrease in operating expenses of \$446 thousand. Operating expenses mostly remained flat in fiscal year 2023. The increase in personal services expense is the result of higher pension expense in fiscal year 2023 resulting in a year-over-year increase of \$1.2 million. Regular personnel expenses also increased by \$500 thousand to coincide with a statewide pay increase recommended by Governor Brian Kemp, which SRTA adopted.
- Overall, SRTA Tolling activities ended fiscal year 2023 with an operating gain of \$30.9 million. This was due to the strong performance of tolling revenue and a measured increase in expenses as revenue began to climb.
- Contributing to the nonoperating expenses were bond and lease interest expenses. As mentioned above, interest and investment income mostly counterbalanced interest expense.
- Adding in nonoperating costs, SRTA ended the year with a net gain of \$31.6 million in net position.

STATE ROAD AND TOLLWAY AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

**Financial Analysis of Governmental Funds**

The following table and highlights below detail the revenues and expenditures in the governmental funds for the past two fiscal years.

***State Road and Tollway Authority Governmental Activities***

	2023	2022
Revenues:		
Intergovernmental Revenue	\$ 316,392,826	\$ 227,091,832
Other	28,001,567	1,539,283
<b>Total Revenues</b>	<b>344,394,393</b>	<b>228,631,115</b>
Operating expenses:		
Roadway Improvements per GDOT MOU	209,316,667	112,723,018
Debt Service	84,611,300	84,622,175
Infrastructure Loans and Grants Disbursed	10,163,856	4,605,721
Payments to GDOT per Project Requisition	75,875,923	29,884,143
Other	9,499,831	8,766,136
<b>Total Expenses</b>	<b>389,467,577</b>	<b>240,601,193</b>
Nonoperating revenues/(expenses):		
Transfers Out	(2,162,826)	-
<b>Total Nonoperating</b>	<b>(2,162,826)</b>	<b>-</b>
Net position - Beginning	725,068,311	737,038,389
Net position - Ending	\$ 677,832,301	\$ 725,068,311

As stated, SRTA maintains three governmental funds. This includes the general fund, which mostly accounts for intergovernmental activity unrelated to debt service; the GTIB Fund, which accounts for grants and loans to local governments; and the debt service fund, which captures transactions as it relates to non-tolling debt held by SRTA for State road and bridge projects. Highlights for fiscal year 2023 include:

- Increase in total revenue of \$115.8 million. This increase can be attributed to a higher volume of activity between GDOT and SRTA on non-tolling projects in the general fund. GDOT provides revenue to SRTA to pay selected contractors on said projects, and SRTA recognizes revenue as being earned once payments have been made.
- Increase in "Other" Revenue is mostly due to increased interest earnings on SRTA bank accounts, along with interest paid by GTIB loan holders. Interest proceeds grew from \$1.4 million in fiscal year 2022 to \$27.8 million in fiscal year 2023.
- Increase in total expense of \$148.9 million.
  - As mentioned above, this increase in activity on non-tolling projects in the general fund also contributes to the overall increase in expenses in governmental activities in fiscal year 2023. The Roadway Improvements per GDOT MOU increased by \$96.6 million, which makes up a significant portion of the \$148.9 million increase in expenses.

STATE ROAD AND TOLLWAY AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

- o Also contributing to the increase in expense was intergovernmental contract payments made to GDOT related to debt proceeds held by SRTA. This payment activity accounted for \$75.9 million in expense activity in fiscal year 2023, a year-over-year increase of \$46.0 million.

**Capital Assets and Debt Administration**

**Capital Assets**

The Authority's capital assets increased by \$2.7 million during the fiscal year. The sole contributor to this increase was Construction in Progress, which had a net change of \$9.8 million during the fiscal year. Ongoing projects related to Park and Ride transit facilities in governmental activities and customer back-office implementation in business-type activities contributed to this increase.

Beyond construction in progress, assets held by the authority had a net change in book value of \$7.2 million during the fiscal year, with machinery and equipment in Business-Type Activities making up the majority of this change. This depreciation is assigned to tolling equipment on SRTA's roadway facilities.

***State Road and Tollway Authority Capital and Right to Use Assets (does not include subscriptions)***

	Governmental Activities		Business-Type Activities		Total	
	2023	2022	2023	2022	2023	2022
Land	\$ 22,839,218	\$ 22,839,218	\$ -	\$ -	\$ 22,839,218	\$ 22,839,218
Construction in Progress	20,508,996	17,258,399	27,891,236	21,296,171	48,400,232	38,554,570
Buildings	10,141,009	10,407,178	-	-	10,141,009	10,407,178
Machinery and Equipment	37,971,560	36,767,573	8,259,362	16,110,229	46,230,922	52,877,802
Infrastructure	13,585,723	13,866,237	-	-	13,585,723	13,866,237
Lease Asset	-	-	7,859,573	8,741,020	7,859,573	8,741,020
<b>Total</b>	<b>\$ 105,046,506</b>	<b>\$ 101,138,605</b>	<b>\$ 44,010,171</b>	<b>\$ 46,147,420</b>	<b>\$ 149,056,677</b>	<b>\$ 147,286,025</b>

Additional information on the Authority's capital assets can be found in *Note 8 – Capital Assets* of the Notes to the Financial Statements section of this report.

Of note, the implementation of GASB 96 – Subscription Based Information Technology Arrangements is not included in the above table. The Authority implemented GASB 96 to comply with its effective date of fiscal year 2022 and as such, recorded entries to reflect \$3,754,922 in depreciable subscription assets as a beginning balance and current year additions of \$4,274,104, with \$1,493,860 in accumulated amortization for the year. This left a grand total of \$6,535,166 in Right-to-Use SBITA Assets at year end. The Authority intends to display subscriptions in the table above in future financial statements once two fiscal years of comparative data can be referenced.

**Debt Administration**

The Authority's GARVEE debt is secured by Federal Highway Grant Revenues and Federal Highway Reimbursement Revenues. The Authority's non-tolling GRB and GRRB bonds are primarily secured by state motor fuel funds.

At the end of the fiscal year, the Authority had \$434.1 million in total outstanding governmental bonded debt and \$367.4 million in outstanding business-type bonded debt.

Total governmental bonds payable, including premiums, decreased \$78.2 million.

## STATE ROAD AND TOLLWAY AUTHORITY

### MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

Total business-type activity bonds and notes payable, including premium and discount activity, decreased \$2.7 million. The small decrease is a result of premium and discount activity, as principal payments on the SRTA Series 2021AB Guaranteed Revenue Bonds do not begin until 2030.

Additional information on the Authority's long-term debt can be found in *Note 9 – Long-Term Liabilities* of the Notes to the Financial Statements section of this report.

### **Economic Factors Impacting SRTA**

During fiscal year 2023, the State of Georgia experienced another year of economic success. With record unemployment and another year of distance from the COVID-19 pandemic, SRTA experienced similar success to the State of Georgia, exceeding revenue estimates once again. Commuter habits and travel patterns have mostly returned if not exceeded pre-pandemic trends, albeit with a different cadence due to the post-pandemic work environment. Also contributing to the Authority's growth in fiscal year 2023 was another year of maturity added to SRTA's roadways, as peach pass customer accounts experienced another year of growth, increasing from 682,048 accounts in fiscal year 2022 to 757,104 accounts in fiscal year 2023. Highlights of the fiscal year include:

- Year-over-year toll revenue growth of \$11.0 million
- Year-over-year trip growth of 2.8 million
- Year-over-year operating expense growth of \$86.0 million across governmental and business-type activities.

As the nation and State of Georgia continue to navigate post-pandemic inflationary pressures and uncertainties, SRTA will remain vigilant of customer habits and will continue to ensure proper safeguards are in place for future. The authority will continue its commitment to a robust renewal and replacement fund, along with conservative budgeting principles for its debt servicing and operating expenses.

### **Future Initiatives**

Partnering with GDOT, SRTA continues to plan for future Express Lanes on planned MMIP projects, including the SR-400 Express Lanes and I-285 Top End Express Lanes. The SR-400 Express Lanes project is currently in the procurement phase and the I-285 Top End Express Lanes project is currently in the development stage. GDOT, SRTA, and other stakeholders evaluate various methods of project and operational delivery of the roadways. Once complete, these roadways will utilize the existing SRTA Peach Pass network for tolling operations and revenue collection.

Regarding Governmental Activities, SRTA will continue its support of GDOT's MMIP program and its associated non-tolling projects through GRB and GARVEE debt servicing and Public-Private Partnership agreements, along with offering unique funding solutions to high-performing and innovative transportation projects across the State via the GTIB program.



STATE ROAD AND TOLLWAY AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

**Requests for Information**

This financial report is designed to provide a general overview of the Authority's finances for all those individuals having an interest in the Authority's finances. This financial report seeks to demonstrate the Authority's accountability for the money it receives. Questions concerning any of the information provided in this report or requests for additional information should be addressed to: State Road and Tollway Authority, 245 Peachtree Center Avenue NE, Suite 2200, Atlanta, Georgia 30303.

# **FINANCIAL SECTION**

STATE ROAD AND TOLLWAY AUTHORITY  
STATEMENT OF NET POSITION  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

	Primary Government		
	Governmental Activities	Business-Type Activities	Total
<b><u>ASSETS</u></b>			
Current Assets:			
Cash and Cash Equivalents	\$ 26,950,971	\$ 47,625,049	\$ 74,576,020
Restricted Cash and Cash Equivalents	763,727,515	221,504,636	985,232,151
Restricted Investments	-	3,524,790	3,524,790
Receivables, Net	354,162	1,077,807	1,431,969
Loans Receivable, Net - Restricted	1,874,504	-	1,874,504
Inventories	869	212,809	213,678
Intergovernmental Receivables	24,172,752	17,500	24,190,252
Other Assets	-	2,214	2,214
Total Current Assets	<u>817,080,773</u>	<u>273,964,805</u>	<u>1,091,045,578</u>
Noncurrent Assets:			
Long Term Receivable - GDOT	56,160,000	-	56,160,000
Long Term Loan Receivable, Net - Restricted	22,499,081	-	22,499,081
Net OPEB Asset	62,791	613,459	676,250
Capital Assets, Non-Depreciable	43,348,214	27,891,236	71,239,450
Capital Assets, Depreciable (Net of Accumulated Depreciation)	61,698,292	8,259,362	69,957,654
Right-to-Use Leased Assets, Amortizable (Net of Accumulated Amortization)	-	7,859,573	7,859,573
Right-to-Use Subscription Assets, Amortizable (Net of Accumulated Amortization)	-	6,535,166	6,535,166
Total Noncurrent Assets	<u>183,768,378</u>	<u>51,158,796</u>	<u>234,927,174</u>
Total Assets	<u>1,000,849,151</u>	<u>325,123,601</u>	<u>1,325,972,752</u>
<b><u>DEFERRED OUTFLOWS OF RESOURCES</u></b>			
Related to Defined Benefit Pension Plan	625,555	6,111,565	6,737,120
Related to Defined Benefit OPEB and SEAD Plans	159,369	1,557,005	1,716,374
Deferred Loss from Refunding of Debt	-	3,081,146	3,081,146
Total Deferred Outflows of Resources	<u>784,924</u>	<u>10,749,716</u>	<u>11,534,640</u>
<b><u>LIABILITIES</u></b>			
Current Liabilities:			
Accounts Payable - GDOT	23,862,612	-	23,862,612
Accounts Payable and Accrued Liabilities	3,057,519	7,853,166	10,910,685
Accrued Interest Payable	1,968,421	5,880,049	7,848,470
Contracts Payable	41,459,131	-	41,459,131
Funds Held for Others	-	698,108	698,108
Unearned Revenue	117,230,903	18,092,413	135,323,316
Total Current Liabilities	<u>187,578,586</u>	<u>32,523,736</u>	<u>220,102,322</u>
Noncurrent Liabilities:			
Net Pension Liability	1,478,967	14,449,239	15,928,206
Net OPEB Liability	124,801	1,219,279	1,344,080
Due within one year	74,839,696	6,476,414	81,316,110
Due in more than one year	440,201,943	430,592,746	870,794,689
Total Noncurrent Liabilities	<u>516,645,407</u>	<u>452,737,678</u>	<u>969,383,085</u>
Total Liabilities	<u>704,223,993</u>	<u>485,261,414</u>	<u>1,189,485,407</u>
<b><u>DEFERRED INFLOWS OF RESOURCES</u></b>			
Related to Defined Benefit Pension Plan	47,296	462,069	509,365
Related to Defined Benefit OPEB and SEAD Plans	138,522	1,353,331	1,491,853
Deferred Gain on Refunding Debt	142,389	-	142,389
Total Deferred Inflows of Resources	<u>328,207</u>	<u>1,815,400</u>	<u>2,143,607</u>
<b><u>NET POSITION</u></b>			
Net Investment in Capital Assets	105,046,506	23,743,798	128,790,304
Restricted for:			
Bond Covenants/Debt Service	2,554,144	34,162,157	36,716,301
Capital and Transportation Projects	517,652,612	-	517,652,612
Loan and Grant Programs	90,338,731	-	90,338,731
Nonexpendable:			
Other Benefits	75,224	734,498	809,722
Unrestricted (Deficit)	<u>(418,585,342)</u>	<u>(209,843,950)</u>	<u>(628,429,292)</u>
Total Net Position	<u>\$ 297,081,875</u>	<u>\$ (151,203,497)</u>	<u>\$ 145,878,378</u>

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

## STATE ROAD AND TOLLWAY AUTHORITY

STATEMENT OF ACTIVITIES  
FOR FISCAL YEAR ENDED JUNE 30, 2023

Functions/Programs	Expenses	Program Revenues			Net (Expense) Revenue and Changes in Net Position		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-Type Activities	Total
<b>Governmental Activities:</b>							
General Government	\$ 21,665,911	\$ -	\$ 1,081,968	\$ 20,520,786	\$ (63,157)	\$ -	\$ (63,157)
Roadway Improvements per GDOT MOU	209,316,667	-	-	209,316,667	-	-	-
Infrastructure Loans and Grants Disbursed	10,163,856	-	-	12,999,055	2,835,199	-	2,835,199
Interest and Other Charges on Long-Term Debt	5,827,978	-	-	24,151,300	18,323,322	-	18,323,322
Total Governmental Activities	<u>246,974,412</u>	<u>-</u>	<u>1,081,968</u>	<u>266,987,808</u>	<u>21,095,364</u>	<u>-</u>	<u>21,095,364</u>
<b>Business-type Activities:</b>							
Tolling	55,874,944	73,077,238	297,988	-	-	17,500,282	17,500,282
Total	<u>\$ 302,849,356</u>	<u>\$ 73,077,238</u>	<u>\$ 1,379,956</u>	<u>\$ 266,987,808</u>	<u>21,095,364</u>	<u>17,500,282</u>	<u>38,595,646</u>
<b>General Revenues:</b>							
Unrestricted Investment Income/(Loss)					27,767,172	11,900,559	39,667,731
Other					234,395	29,797	264,192
Transfers In					-	2,162,826	2,162,826
Transfers Out					(2,162,826)	-	(2,162,826)
Total General Revenues					<u>25,838,741</u>	<u>14,093,182</u>	<u>39,931,923</u>
<b>Change in Net Position</b>					<u>46,934,105</u>	<u>31,593,464</u>	<u>78,527,569</u>
<b>Net Position - Beginning of Year</b>					<u>250,147,770</u>	<u>(182,796,961)</u>	<u>67,350,809</u>
<b>Net Position - End of Year</b>					<u>\$ 297,081,875</u>	<u>\$ (151,203,497)</u>	<u>\$ 145,878,378</u>

**STATE ROAD AND TOLLWAY AUTHORITY**

**BALANCE SHEET  
GOVERNMENTAL FUNDS  
JUNE 30, 2023**

	<u>General Fund</u>	<u>GTIB Fund</u>	<u>Debt Service Fund</u>	<u>Governmental Funds</u>
<b>ASSETS</b>				
Current Assets:				
Cash and Cash Equivalents	\$ 25,017,020	\$ 1,939,501	\$ -	\$ 26,956,521
Accounts Receivable, Net	263,687	-	90,475	354,162
Loans Receivable, Net - Restricted	-	1,874,504	-	1,874,504
Intergovernmental Receivables	24,172,752	-	-	24,172,752
Inventories	869	-	-	869
Restricted Assets:				
Cash and Cash Equivalents	692,024,360	67,123,126	4,580,029	763,727,515
Noncurrent Assets:				
Loans Receivable, Net - Restricted	-	22,499,081	-	22,499,081
Total Assets	<u>\$ 741,478,688</u>	<u>\$ 93,436,212</u>	<u>\$ 4,670,504</u>	<u>\$ 839,585,404</u>
<b>LIABILITIES:</b>				
Liabilities:				
Cash Overdraft	\$ -	\$ -	\$ 5,550	\$ 5,550
Accounts Payable and Other Accruals	971,216	5,830	-	977,046
Intergovernmental Payable	2,080,473	-	-	2,080,473
Contracts Payable	41,459,131	-	-	41,459,131
Unearned Revenue	117,230,903	-	-	117,230,903
Total Liabilities	<u>161,741,723</u>	<u>5,830</u>	<u>5,550</u>	<u>161,753,103</u>
<b>FUND BALANCES</b>				
Restricted:				
Loans and Grant Programs & Receivables	-	90,338,731	-	90,338,731
Debt Service	-	-	4,664,954	4,664,954
Capital and Transportation Projects	517,652,612	-	-	517,652,612
Unrestricted				
Assigned	8,220,465	3,091,651	-	11,312,116
Unassigned	53,863,888	-	-	53,863,888
Total Fund Balances	<u>579,736,965</u>	<u>93,430,382</u>	<u>4,664,954</u>	<u>677,832,301</u>
Total Liabilities and Fund Balances	<u>\$ 741,478,688</u>	<u>\$ 93,436,212</u>	<u>\$ 4,670,504</u>	<u>\$ 839,585,404</u>

STATE ROAD AND TOLLWAY AUTHORITY

RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET  
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION  
JUNE 30, 2023

<b>Total Governmental Fund Balances</b>	\$	677,832,301
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.		
Cost of capital assets		197,283,318
Accumulated depreciation		(92,236,812)
Other long-term assets and accounts payable are not available to pay for current period expenditures and, therefore, are not reported in the funds.		
		32,297,388
Certain liabilities are not due and payable in the current period and, therefore, are not reported in the funds.		
Long-term liabilities		(514,933,567)
Compensated absences		(108,072)
Net pension and OPEB liabilities/assets		(1,540,977)
Accrued interest payable		(1,968,421)
Deferred inflows of resources are not available to pay for current period expenditures and, therefore, are not reported in the funds. These deferred inflows of resources consist of pension related experience differences, and assumption changes.		
		456,717
Net position of governmental activities	\$	297,081,875



**STATE ROAD AND TOLLWAY AUTHORITY**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES**  
**GOVERNMENTAL FUNDS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2023**

	<u>General Fund</u>	<u>GTIB Fund</u>	<u>Debt Service Fund</u>	<u>Total Governmental Funds</u>
<b>REVENUES</b>				
Intergovernmental Income	\$ 218,782,471	\$ 12,999,055	\$ 84,611,300	\$ 316,392,826
Interest and Other Investment Income	24,369,169	3,099,782	298,221	27,767,172
Other	200,395	34,000	-	234,395
Total Revenues	<u>243,352,035</u>	<u>16,132,837</u>	<u>84,909,521</u>	<u>344,394,393</u>
<b>EXPENDITURES</b>				
General Government	81,258,035	297,745	3,819,974	85,375,754
Infrastructure Grants Disbursed	-	10,163,856	-	10,163,856
Roadway Improvements per GDOT MOU	209,316,667	-	-	209,316,667
Debt Service:				
Principal	-	-	60,460,000	60,460,000
Interest	-	-	24,151,300	24,151,300
Total Expenditures	<u>290,574,702</u>	<u>10,461,601</u>	<u>88,431,274</u>	<u>389,467,577</u>
<b>Other Financing Uses</b>				
Transfers Out	<u>(2,162,826)</u>	<u>-</u>	<u>-</u>	<u>(2,162,826)</u>
Net Change in Fund Balances	(49,385,493)	5,671,236	(3,521,753)	(47,236,010)
<b>Fund Balances, Beginning of Year</b>	<u>629,122,458</u>	<u>87,759,146</u>	<u>8,186,707</u>	<u>725,068,311</u>
<b>Fund Balances, End of Year</b>	<u>\$ 579,736,965</u>	<u>\$ 93,430,382</u>	<u>\$ 4,664,954</u>	<u>\$ 677,832,301</u>

**STATE ROAD AND TOLLWAY AUTHORITY**

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES  
IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023**

<b>Total Net Change in Fund Balances - Governmental Funds</b>	<b>\$ (47,236,010)</b>
 Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlay exceeded depreciation in the current period.	
Total depreciation	(8,229,049)
The net effect of various miscellaneous transactions involving capital assets (i.e., sales and donations, transfers to enterprise funds) is to decrease net position.	
	12,136,950
Repayment of long-term debt is reported as an expenditure in governmental funds, but the repayment reduces long-term liabilities in the Statement of Net Position. In the current year, these amounts consist of:	
Bonds Principal Retirement	60,460,000
Debt Service Receivable/Payable (GDOT) Adjustment	11,351,040
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds. The adjustments for these items are as follows:	
Amortization of Deferral of Gain on Refunding of Bonds	142,389
Amortization of Premium	17,745,266
Accrued interest on debt	435,667
(Increase) Decrease in Compensated Absences	(32,263)
Net (Increase) Decrease in Pension and OPEB Expense	<u>160,115</u>
 <b>Change in Net Position - Governmental Activities</b>	 <b>\$ <u><u>46,934,105</u></u></b>

## STATE ROAD AND TOLLWAY AUTHORITY

STATEMENT OF NET POSITION  
PROPRIETARY FUNDS  
JUNE 30, 2023

	<u>Tolling System Fund</u>
<b><u>ASSETS</u></b>	
<b>Current Assets:</b>	
Cash and Cash Equivalents	\$ 47,625,049
Accounts Receivable, Net	1,095,307
Inventories	212,809
Other Assets	2,214
Restricted Assets:	
Cash and Cash Equivalents	221,504,636
Investments	3,524,790
Total Current Assets	<u>273,964,805</u>
<b>Noncurrent Assets:</b>	
Net OPEB Asset	613,459
Capital Assets:	
Nondepreciable Capital Assets	27,891,236
Depreciable Capital Assets, net	8,259,362
Right-to-Use Leased Assets, net	7,859,573
Right-to-Use Subscription Assets, net	6,535,166
Total Noncurrent Assets	<u>51,158,796</u>
Total Assets	<u>325,123,601</u>
<b><u>DEFERRED OUTFLOWS OF RESOURCES</u></b>	
Related to Defined Benefit Pension Plan	6,111,565
Related to Defined Benefit OPEB and SEAD Plans	1,557,005
Deferred Loss from Refunding of Debt	3,081,146
Total Deferred Outflows of Resources	<u>10,749,716</u>
<b><u>LIABILITIES</u></b>	
<b>Current Liabilities:</b>	
Accounts Payable and Other Accruals	7,853,166
Unearned Revenue	18,092,413
Compensated Absences Payable	786,442
Lease Liability	708,928
Subscription Liability	2,274,766
Funds Held for Others	698,108
Accrued Interest Payable	5,880,049
Bonds premium amortized within one year	2,710,365
Bonds discount amortized within one year	(4,087)
Total Current Liabilities	<u>39,000,150</u>
<b>Noncurrent Liabilities:</b>	
Compensated Absences Payable	138,087
Lease Liability	7,562,813
Subscription Liability	3,470,943
Revenue Bonds Payable	367,380,000
Bonds premium amortized in more than one year	52,074,938
Bonds discount amortized in more than one year	(34,035)
Net OPEB Liability	1,219,279
Net Pension Liability	14,449,239
Total Noncurrent Liabilities	<u>446,261,264</u>
Total Liabilities	<u>485,261,414</u>
<b><u>DEFERRED INFLOWS OF RESOURCES</u></b>	
Related to Defined Benefit Pension Plan	462,069
Related to Defined Benefit OPEB and SEAD Plans	1,353,331
Total Deferred Inflows of Resources	<u>1,815,400</u>
<b><u>NET POSITION</u></b>	
Net Investment in Capital Assets	23,743,798
Restricted for:	
Bond Covenants/Debt Service	34,162,157
Other Benefits	734,498
Unrestricted (Deficit)	<u>(209,843,950)</u>
Total Net Position	<u>\$ (151,203,497)</u>

**STATE ROAD AND TOLLWAY AUTHORITY**

**STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
PROPRIETARY FUNDS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023**

	<u>Tolling System Fund</u>
<b>Operating Revenues:</b>	
Electronic Tolls	\$ 63,689,715
Intergovernmental Revenues	297,988
Violation Administration Fees	9,387,523
Other	<u>29,797</u>
Total Operating Revenues	<u>73,405,023</u>
<b>Operating Expenses:</b>	
Personal Services	10,683,297
Services and Supplies	3,269,201
Utilities, Rents, Insurance	715,219
Contracts	13,540,486
Software/Telecom	2,900,552
Depreciation	9,001,381
Lease Amortization	881,447
Subscription Amortization	<u>1,493,860</u>
Total Operating Expenses	<u>42,485,443</u>
Operating Income (Loss)	<u>30,919,580</u>
<b>Nonoperating Revenues (Expenses):</b>	
Interest and Other Investment Income	11,900,559
Interest Expense	<u>(13,389,501)</u>
Total Nonoperating Revenues (Expenses)	<u>(1,488,942)</u>
Income (Loss) Before Contributions and Transfers	<u>29,430,638</u>
<b>Transfers:</b>	
Transfers In	<u>2,162,826</u>
Net Transfers	<u>2,162,826</u>
Change in Net Position	31,593,464
<b>Net Position, Beginning of Year</b>	<u>(182,796,961)</u>
<b>Net Position, End of Year</b>	<u>\$ (151,203,497)</u>

**STATE ROAD AND TOLLWAY AUTHORITY**  
**STATEMENT OF CASH FLOWS**  
**PROPRIETARY FUNDS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2023**

	<u><b>Tolling System Fund</b></u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>	
Cash received from customers	\$ 74,128,629
Cash received from intergovernmental agencies	617,636
Cash paid to vendors	(20,952,509)
Cash paid to employees	(10,408,575)
Net cash provided by (used in) operating activities	<u>43,385,181</u>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>	
Transfers from other funds	<u>2,162,826</u>
Net cash provided by (used in) noncapital financing activities	<u>2,162,826</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>	
Acquisition and construction of capital assets	(7,745,579)
Lease Principal Paid	(2,944,799)
Lease Interest Paid	(1,885)
Bond Interest expense	(12,700,839)
Net cash used in capital and related financing activities	<u>(23,393,102)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>	
Proceeds from sales of investments	8,019,786
Interest received	11,900,559
Net cash provided by investing activities	<u>19,920,345</u>
Increase (decrease) in cash and cash equivalents	42,075,250
<b>Cash and cash equivalents:</b>	
Beginning of year	<u>227,054,435</u>
End of year	<u>\$ 269,129,685</u>

**STATE ROAD AND TOLLWAY AUTHORITY**  
**STATEMENT OF CASH FLOWS**  
**PROPRIETARY FUNDS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2023**

**(Continued)**

**Reconciliation of operating income (loss) to net cash**

**provided by (used in) operating activities:**

Operating income (loss)	\$	30,919,580
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:		
Depreciation		9,001,381
Amortization		2,375,307
Changes in assets and liabilities:		
Receivables, Net		51,031
Inventories		(48,739)
Net OPEB/SEAD Asset		359,563
Intergovernmental Payable		
Deferred Outflows of Resources		(3,177,322)
Unearned Revenues		1,240,128
Accounts Payable		(408,715)
Accrued Liabilities		(27,824)
Other Assets		8,310
Compensated Absences		6,523
Net Pension Liability		9,275,052
Net OPEB liability		486,395
Deferred Inflows of Resources		(6,675,489)
Net cash provided by (used in) operating activities	\$	<u><u>43,385,181</u></u>

**Noncash capital and related financing activities:**

Subscription liability added due to implementation of GASB No. 96	\$	3,754,922
Subscription asset acquired by incurring debt		<u>4,274,104</u>
Net noncash capital and related financing activities	\$	<u><u>8,029,026</u></u>





***STATE ROAD  
& TOLLWAY  
AUTHORITY***

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STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

***A. Reporting Entity***

The Authority is an instrumentality of the State of Georgia and a public corporation created to construct, operate, and manage a system of roads, bridges and tunnels and facilities related thereto. The Authority's board consists of five (5) members: The Governor, Commissioner of the Georgia Department of Transportation (GDOT), Director of the Office of Planning and Budget, Appointee of Lieutenant Governor and Appointee of Speaker of the House. The Authority is considered a blended component unit of the State of Georgia for financial reporting purposes because of the significance of its legal, operational and financial relationships with the State of Georgia. These reporting entity relationships are defined in Section 2100 of the Governmental Accounting Standards Board (GASB) Codification of Governmental Accounting and Financial Reporting Standards.

***B. Basis of Presentation***

The Authority's financial statements have been prepared in conformity with GAAP as prescribed by the GASB. Preparation of the financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts and disclosures in the financial statements. Actual results could differ from those estimates.

The Authority's fiscal year end is June 30.

The Authority's basic financial statements consist of government-wide statements, including a statement of net position, a statement of activities and fund financial statements. This combination is designed to accomplish two goals: (1) to provide information using the economic resources measurement focus and the accrual basis of accounting and (2) to provide net cost information by function for governmental activities.

***C. Government-Wide and Fund Financial Statements***

**Government-Wide Financial Statements**

The Statement of Net Position and Statement of Activities display information about the Authority. These statements include the financial activities of the overall Authority. Eliminations have been made to minimize the double counting of internal activities. Governmental activities, which normally are financed through intergovernmental revenues, and other non-exchange revenues, are reported separately from business-type activities, which are financed in whole or in part by fees charged to external parties for goods or services.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The Statement of Net Position presents the Authority's assets, liabilities, and deferred inflows/outflows of resources, with the difference reported as net position. Net position is reported in three categories:

- Net Investment in Capital Assets consists of capital assets, net of accumulated amortization/depreciation and reduced by outstanding balances for bonds, notes and other debt that are attributed to the acquisition, construction or improvement of those assets. In addition, deferred outflows/ inflows of resources that are attributable to the acquisition, construction or improvement of capital assets or related debt are included in Net Investment in Capital Assets. If there are significant unspent related debt proceeds or deferred inflows of resources at the end of the reporting period, the portion of the debt or deferred inflows of resources attributable to the unspent amount are not included.
- Restricted net position results when constraints are placed on net position use either externally imposed by creditors, grantors, contributors, and the like, or imposed by law through constitutional provisions or enabling legislation.
- Unrestricted net position consists of net position that does not meet the definition of the two preceding categories. Unrestricted net position often is designated, indicating it is not available for general operations. Such designations have internally imposed constraints on resources but can be removed or modified.

When both restricted and unrestricted resources are available for use, generally it is the Authority's policy to use restricted resources first. The Statement of Activities demonstrates the degree to which the direct expense of a given function is offset by program revenues. Direct expenses are those that are clearly identifiable within a specific function. Program revenues include (a) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function and (b) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Items not meeting the definition of program revenues are reported as general revenues.

**Fund Financial Statements**

Separate financial statements are provided for governmental funds and proprietary funds. Major individual governmental funds and major individual proprietary funds are reported as separate columns in the fund financial statements. The Authority did not have any non-major funds in fiscal year 2023.

***D. Measurement Focus, Basis of Accounting, and Financial Statement Presentation***

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to timing of the measurements made, regardless of the measurements focus applied.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The government-wide financial statements and the proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of cash flows. Grants and similar items are recognized as revenues in the fiscal year in which eligibility requirements imposed by the provider have been met. Unearned revenue is recorded when cash or other assets are received prior to being earned. Additionally, long-term assets and liabilities, such as capital assets and long-term debt, are included on the financial statements.

**Governmental Funds**

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized when they become both measurable and available. Revenues are considered to be “measurable” when the amount of the transaction can be determined and “available” when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Authority considers other revenues to be available if the revenues are collected within 30 days after fiscal year end. An exception to this policy is federal grant revenues, which generally are considered to be available if collection is expected within 12 months after year-end. All unearned revenues reported represent transactions for which assets have been received, but for which not all earnings criteria have been met. Capital purchases are recorded as expenditures and neither capital assets nor long-term liabilities, such as long-term debt, are reflected on the balance sheet. Major revenue sources susceptible to accrual include interest and other investment income.

Expenditures are generally recorded when the related fund liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, claims and judgments, and other long-term liabilities, are recorded only when payment is due or (for debt service expenditures), when amounts have been accumulated in the debt service fund for payments to be made early in the subsequent fiscal year. This approach differs from the manner in which the governmental activities of the government-wide financial statements are prepared. Governmental fund financial statements therefore include reconciliations with brief explanations to better identify the relationship between the government-wide statements and the governmental fund statements.

The Authority reports the following major governmental funds:

**General Fund** – The principal operating fund of the Authority which accounts for all financial resources of the general government, except those required to be accounted for in another fund. This includes strategic business development, the activity related to non-Tolling Major Mobility and Investment Program (MMIP) projects, capital assets owned by the Authority not accounted for in another fund, as well as general governmental activities.

**Debt Service Fund** – Accounts for the accumulation of financial resources used to pay the principal and interest on long-term obligations.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

**Georgia Transportation Infrastructure Bank (GTIB) Fund** – a special revenue fund used to account for grants and low interest loans to local governments for transportation infrastructure purposes.

**Proprietary Funds**

Proprietary fund reporting focuses on the determination of operating income, changes in net position, financial position and cash flows. Proprietary funds are classified as enterprise funds and distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

The Authority's proprietary funds follow all GASB pronouncements, (including all National Council on Governmental Accounting (NCGA) Statements and Interpretations currently in effect).

The Authority reports the following major proprietary fund:

**Tolling System Fund** – Accounts for the activities for which tolls and fees are charged to the users of the I-85 Express Lanes, the I-85 Extension Express Lanes, the I-75 Northwest Corridor Express Lanes, the I-75 South Metro Express Lanes, and the toll facilities under planning for the Major Mobility Investment Program (MMIP).

***E. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources and Net Position/Fund Balances***

**Cash and Cash Equivalents**

Cash and cash equivalents include currency on hand, demand deposits with banks and other financial institutions, and short-term, highly liquid investments with maturity dates within three months of the date acquired, such as certificates of deposit, money market certificates and repurchase agreements. Cash and cash equivalents also include the holdings of Georgia Fund 1, the state investment pool that has the general characteristics of demand deposit accounts in that the Authority may deposit additional cash at any time and also may withdraw cash at any time without prior notice or penalty.

The State of Georgia's Office of the State Treasurer (OST) manages the Georgia Fund 1 in accordance with policies and procedures established by state law and the State Depository Board, the oversight Board for OST. This investment is valued at the pool's share price, \$1.00 per share, which approximates fair value.

The Authority does not have any risk exposure related to investments in derivatives or similar investments in Georgia Fund 1, as the investment policy of OST does not provide for investments in derivatives or similar investments through the Georgia Fund 1.



STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

**Investments**

Investments include financial instruments with terms in excess of three months from the date of purchase and certain securities held for the production of revenue. Investments are presented at fair value. Accounting principles generally accepted in the United States require that investments be reported at fair value; however, the variance in amortized cost and fair value is deemed immaterial to the financial statements for the majority of the Authority's investments. Any variances in amortized cost and fair value deemed material to the financial statements were reported at fair value.

The state investment pool (Georgia Fund 1 or the Primary Liquidity Portfolio) is an external investment pool that is not registered with the Securities and Exchange Commission (SEC), and does not operate in a manner consistent with the SEC's Rule 2a-7 of the Investment Company Act of 1940. All investments except repurchase agreements, non-negotiable certificates of deposit ("CD"), direct-issued commercial paper, and other such nonparticipating investments are priced at fair value. Repurchase agreements, non-negotiable CD's, direct-issued commercial paper, and other such nonparticipating investments are carried at cost because they are nonparticipating contracts that do not capture interest rate changes in their value. Security transactions are accounted for on a trade date basis which means that the purchases and sales of securities are recorded on the day the trade takes place with a corresponding payable or receivable.

The Georgia Fund 1 primary objectives are safety of capital, investment income, liquidity and diversification while maintaining principal. The Pool operates and reports to participants on an amortized cost basis. The income, gains and losses, net of administration fees of the pool is allocated to participants monthly on the ratio of the participant's share of the total funds in the pool based on the participant's average daily balance. This method differs from the fair value method used to value investments in these financial statements because the amortized cost method is not designed to distribute to participants all unrealized gains and losses in the fair values of the pool's investments. Investments in the pool are reported as cash and cash equivalents on the financial statements.

The Authority may invest regular funds in such securities and in such manner as it determines to be in its best interest as follows:

- 1) Obligations issued by the United States government;
- 2) Obligations of any corporation of the United States government fully guaranteed by the United States government;
- 3) Obligations of the Federal Land Bank, the Federal Home Loan Bank, Federal Intermediate Credit Bank or the Central Bank for Cooperatives; and
- 4) Repurchase Agreements.

In addition, certain revenue bonds issued by the Authority include covenants which restrict the Authority to investments in the state investment pool or to the following forms of investments:

- 1) The Local Government Investment Pool;
- 2) Government Obligations;
- 3) Certificates of Deposit;

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

- 4) Repurchase Agreements;
- 5) Investment Agreements or Guaranteed Investment Contracts; and
- 6) Money Market Funds.

**Accounts Receivable**

Receivables consist primarily of amounts due from local governments for loans made under the GTIB program, intergovernmental agreements and toll patrons. Receivables are recorded, net of allowances for uncollectible accounts, when either the asset or revenue recognition criteria have been met. Receivables from GTIB are reasonably assured; an allowance for uncollectible accounts is not typically established for these receivables. In the governmental fund financial statements, the portion considered “available” is recorded as revenue; the remainder, if any, is recorded as a deferred inflow of resources-unavailable.

**Inventories**

Inventory, which is comprised of transponders used in electronic toll collection, is determined by physical count and is valued at cost, using the first-in, first-out method. The Authority utilizes the consumption method to recognize inventory usage. Under the consumption method, inventories are recorded as expenses when consumed rather than when purchased.

The fund balance of governmental funds is reported as nonspendable for inventory and prepaid items to indicate that these amounts do not represent expendable available financial resources.

**Restricted Assets**

Certain cash and cash equivalents, investments, and other assets are classified as restricted assets on the Balance Sheet and/or Statement of Net Position because their use is limited by applicable bond covenants, escrow arrangements or other regulations.

This classification includes certain toll revenue collections and other resources that will be used for debt service because their use is limited by applicable bond covenants. Amounts also include customer deposits paid to the Authority, and amounts received from other intergovernmental sources to be used solely for disbursement by the Debt Service fund, GTIB fund, and contract commitments for capital construction.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Capital Assets**

Capital assets of governmental funds are recorded as expenditures at the time of purchase and capitalized in the governmental activities column of the government-wide Statement of Net Position. Capital assets of the Authority’s proprietary funds are capitalized in the fund in which they are utilized. Capital assets, which include property, machinery and equipment, and computer software, are reported at historical cost. Donated capital assets are stated at acquisition value at the time of donation and disposals are deleted at recorded cost. Assets that are transferred from other state agencies or authorities are recorded at actual cost and the associated accumulated depreciation is also recorded. For donated assets that are not fully depreciated, the Authority recognizes donated capital contributions equal to the net book value of the donated asset.

Land and non-depreciable land improvements are capitalized regardless of cost. Amounts for other asset categories are capitalized when the cost or value equals or exceeds the following thresholds. Items acquired through capital leases or donations are subject to these capitalization thresholds, using the classifications most closely related to the leased or donated assets.

Asset Category	Threshold
Infrastructure other than bridges and roadways	\$ 1,000,000
Software	\$ 1,000,000
Intangible assets, other than software	\$ 100,000
Buildings and building improvements	\$ 100,000
Improvements other than buildings	\$ 100,000
Machinery and equipment	\$ 5,000

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives is not capitalized. Major outlays for construction of toll facilities are capitalized as projects are constructed. Interest incurred during construction is not capitalized in governmental funds or proprietary funds.

Capital assets are depreciated over their useful lives using the straight-line depreciation method. The government-wide and proprietary fund financial statements report depreciation expense.

Capital assets without indefinite or inexhaustible useful lives are amortized or depreciated on the straight-line basis over the following useful lives:

Asset Category	Years
Infrastructure other than bridges and roadways	10 -100
Software	3 - 10
Intangible assets, other than software	20
Buildings and building improvements	5 - 60
Improvements other than buildings	15 - 50
Machinery and equipment	3 - 20

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

**Intangible Right-To-Use Assets**

Leases, as a lessee, are included as intangible right-to-use assets and lease obligations on the Statement of Net Position. Subscription-based information technology arrangements (SBITAs) result in an intangible right-to-use subscription asset and a subscription liability on the Statement of Net Position.

An intangible right-to-use asset represents the Authority's right to use an underlying asset for the lease or subscription term. Lease and subscription obligations represent the Authority's liability to make lease and subscription payments arising from the lease or subscription agreement. Intangible right-to-use assets and lease obligations and subscription liabilities are recognized based on the present value of lease or subscription payments over the lease term, where the initial term exceeds 12 months. Residual value guarantees and the value of an option to extend or terminate a lease or subscription are reflected to the extent it is reasonably certain to be paid or exercised. Variable payments based on future performance or usage are not included in the measurement of the lease or subscription liability. Intangible right-to-use assets are amortized using a straight-line basis over the shorter of the lease or subscription term or useful life of the underlying asset. Prepayments made before the commencement of the lease or subscription are reported as intangible right-to-use assets-in-progress.

**Leases as Lessee**

The Authority is a lessee for a noncancellable lease of certain space within a building owned by a third party.

At the commencement of a lease, the Authority initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The right-to-use lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on the straight-line basis over the shorter of the useful life of the asset or the lease term.

Key estimates and judgments related to leases include how the Authority determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments:

The lease agreement entered into by the Authority as lessee does not contain a stated interest rate. Therefore, the Authority has used its estimated incremental borrowing rate as the discount rate for the lease. The Authority has estimated this incremental borrowing rate to be 3.24% for the lease in which the Authority is currently involved as the lessee.

The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments the Authority will make over the lease term.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and lease liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with current and long-term debt on the statement of net position.

**Deferred Outflows of Resources**

In addition to assets, the government-wide and fund financial statements will sometimes report a separate section of deferred outflows of resources. This separate financial statement element represents a consumption of net position or fund balance that applies to a future period(s) and so will not be recognized as an outflow of resources expense or expenditure until that time. This classification includes debt refunding gains and losses that are deferred and amortized over the shorter of the life of the refunding debt (new debt) and the refunded debt (old debt). Also included are amounts for defined benefit pension plan activity and defined OPEB/SEAD plan activity.

**Unearned Revenue**

Unearned Revenue is primarily composed of prepaid tolls collected from Peach Pass customers (Proprietary Fund) and funds received from GDOT (Governmental Fund).

For prepaid tolls, revenue is recognized when Peach Pass customers use a toll facility, and a toll is applied to their account.

GDOT provides roadway improvement revenue for non-tolling projects throughout a fiscal year for anticipated project costs. Revenue received from GDOT is recognized as expenses are incurred and paid to vendors. Unspent funds are available for use in a future period and therefore recognized as unearned.

**Compensated Absences**

Employees earn annual leave ranging from 10 to 14 hours each month depending upon the employees' length of continuous State service with a maximum accumulation of 360 hours. Employees are paid for unused accumulated annual leave upon retirement or termination of employment. Funds are budgeted and allocated each fiscal year to cover the cost of annual leave of terminated employees. The obligation for accumulated unpaid annual leave is reported as a liability in the government-wide and proprietary fund financial statements based on current rates of pay in effect at the end of the reporting period.

Employees earn 10 hours of sick leave each month with a maximum accumulation of 720 hours. Sick leave does not vest with the employee. Unused accumulated sick leave is forfeited upon retirement or termination of employment. However, certain employees who retire with 960 hours or more of forfeited annual and sick leave are entitled to additional service credit in the Employees' Retirement System. No liability is recorded for rights to receive sick pay benefits.

Certain non-exempt employees working over 40 hours per week accrue compensatory time at the rate of 1.5 times the overage hours.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

All compensated absence liabilities (compensatory time) include salary related payments, where applicable. At the end of the year, all compensatory time not taken is recorded as a liability at the current salary rates and applicable social security, Medicare and health care costs. The current portion of compensated absence liabilities is calculated as a three-year average of annual reductions. The total compensated absences liability is reported on the government-wide and proprietary fund financial statements.

**Accrued Liabilities and Long-Term Obligations**

Long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities column or business-type activities column on the government-wide Statement of Net Position and on the proprietary fund Statement of Net Position in the fund financial statements. Prepaid bond insurance, bond discounts and premiums are deferred and amortized over the life of the bonds using the effective interest method or the straight-line method. Bonds payable are reported net of the unamortized bond premium or discount, while prepaid bond insurance is reported as an asset. Bond issuance costs are recognized during the current period.

In the fund financial statements, governmental funds recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

The *Tax Reform Act of 1986* requires governmental organizations issuing tax-exempt bonds to refund to the U.S. Treasury, interest earnings on bond proceeds in excess of the yield on those bonds. Governmental organizations must comply with arbitrage rebate requirements in order for their bonds to maintain tax-exempt status. Organizations are required to remit arbitrage rebate payments for non-purpose interest to the federal government at least once every five years over the life of the bonds. Arbitrage liability is treated as an expense in the government-wide statements when the liability is recognized. In the fund financial statements, governmental funds report arbitrage (other debt service) expenditures when the liability is due. The Authority did not have any arbitrage rebate payments for the year ended June 30, 2023.

**Deferred Inflows of Resources**

In addition to liabilities, the government-wide and fund financial statements will sometimes report a separate section of deferred inflows of resources. This separate financial statement element represents an acquisition of net position or fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. This classification includes amounts related to defined benefit pension plan activity and defined OPEB/SEAD plan activity.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

**Pensions**

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Employees' Retirement System (ERS) and additions to/deductions from ERS's fiduciary net position have been determined on the same basis as they are reported by ERS. 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.

**Other Post-Employment Benefits (OPEB)**

For purposes of measuring both the net OPEB liability and net OPEB/SEAD asset, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Georgia State Employees Post-employment Benefit Fund (State OPEB Fund) and additions to/deductions from State OPEB Fund fiduciary net position have been determined on the same basis as they are reported by State OPEB Fund. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**Net Position**

The difference between assets, deferred outflows of resources, liabilities and deferred inflows of resources is "Net Position" on the government-wide and proprietary fund financial statements.

Net position is reported as net investment in capital assets, restricted or unrestricted. "Net Investment in Capital Assets" consists of capital assets, net of accumulated amortization/depreciation, reduced by the outstanding balances for bonds, notes and other debt that are attributed to the acquisition, construction or improvement of those assets. In addition, 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 included in Net Investment in Capital Assets. If there are significant unspent related debt proceeds or deferred inflows of resources at the end of the reporting period, the portion of the debt or deferred inflows of resources attributable to the unspent amount are not included.

Restricted net position results when constraints placed on net position are either externally imposed by creditors, grantors, contributors, and the like, or imposed by law through constitutional provisions or enabling legislation.

Unrestricted net position consists of net position that does not meet the definition of the two preceding categories. Unrestricted net position is often designated, indicating it is not available for general operations. Such designations have internally imposed constraints on resources, but can be removed or modified.

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

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

**Fund Balances**

Generally, fund balance represents the difference between the assets, deferred outflows of resources, liabilities and deferred inflows of resources under the current financial resources measurement focus of accounting. In the fund financial statements, governmental funds report fund balance classifications that comprise a hierarchy based primarily on the extent to which the Authority is bound to honor constraints on the specific purposes for which amounts in those funds can be spent. Fund balances are classified as follows:

**Nonspendable** – Fund balances are reported as nonspendable when amounts cannot be spent because they are either (a) not in spendable form (i.e., items that are not expected to be converted into cash) or (b) legally or contractually required to be maintained intact, such as inventory, prepaid items, and the principal in a permanent fund.

**Restricted** – Fund balances are reported as restricted when there are limitations imposed on their use either through constitutional provisions or the enabling legislation adopted by the Authority or through external restrictions imposed by creditors, grantors or law or regulations of other governments.

**Committed** – Fund balances are reported as committed when they can be used only for specific purposes pursuant to constraints imposed by formal action of the governing board of the Authority through the adoption of a resolution. Only the governing board of the Authority may modify or rescind the commitment by taking the same type of action it employed to previously commit the amounts (e.g., legislation).

**Assigned** – Fund balances are reported as assigned when amounts are constrained by the Authority's intent to be used for specific purposes, but they are neither restricted nor committed. Assignments may be made under statutory authority of management. Through resolution, the governing board of the Authority has authorized the Authority's Executive Director to declare funds as assigned.

**Unassigned** – The residual amount of fund balance is reported as unassigned for balances that do not meet the above constraints. The Authority reports positive unassigned fund balance only in the general fund. Negative unassigned fund balances may be reported in all funds.

Committed, assigned and unassigned fund balances are collectively considered to be unrestricted funds.

As with net position, when both restricted and unrestricted resources are available for use, generally it is the Authority's policy to use restricted resources first.



STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

**Interfund Activity and Balances**

Offsetting asset and liability accounts (due from/to other funds) are used to account for amounts owed to a particular fund by another fund for obligations on goods sold or services rendered.

In the fund financial statements, transfers represent flows of assets without equivalent flows of assets in return or requirements for repayment. In addition, transfers are recorded when a fund receiving revenue provides it to the fund which expends the resources. Transfers of balances between funds are made to accomplish various provisions of law. Interfund transfers are reported as other financing sources/uses. Interfund transfers have been eliminated from the Statement of Net Position.

NOTE 2 – CHANGES IN FINANCIAL ACCOUNTING AND REPORTING

**A. Implementation of New Accounting Standards**

In fiscal year 2023, the Authority implemented the following GASB Statements:

GASB Statement No. 94, *“Public-Private and Public-Public Partnerships and Availability Payment Arrangements”*

The primary objective of this statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs), and to provide guidance for accounting and financial reporting for availability payment arrangements (APAs). A PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. An APA is an arrangement in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying nonfinancial asset for a period of time in an exchange or exchange-like transaction. This statement is not applicable to the Authority in fiscal year 2023.

GASB Statement No. 96, *“Subscription Based Information Technology Arrangements (SBITA)”*

This statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases*, as amended. Additional information on changes to the financial statements related to the implementation of this statement can be found in Note 8 and Note 10.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 3 – BUDGET

Legal adoption of The Authority budget is not required for the General Fund; however, the Authority Board of Directors approves an operating budget for management purposes. The operating budget is not subject to review or approval by the Legislature of the State of Georgia, except for those limited portions that consist of appropriated funds received indirectly from other State entities. Operating budgets are adopted on the cash basis of accounting. The Authority's Board approves the operating budget annually in the spring for the following fiscal year.

NOTE 4 – STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY

**Compliance with Bond Covenants**

The Authority is subject to certain covenants with regard to the issuance of the aggregation of its revenue bonds issued and outstanding as of June 30, 2023.

Funds of the State of Georgia cannot be placed in a depository paying interest longer than 10 days without the depository providing a surety bond to the state. In lieu of a surety bond, the depository may pledge as collateral any one or more of the following securities as enumerated in the Official Code of Georgia Annotated (O.C.G.A.) Section 50-17-59:

- (1) Bonds, bills, certificates of indebtedness, notes, or other direct obligations of the United States or the State of Georgia;
- (2) Bonds, bills, certificates or indebtedness, notes, or other obligations of the counties or municipalities of the State of Georgia;
- (3) Bonds of any public authority created by the laws of the State of Georgia, providing that the statute that created the authority authorized the use of the bonds for this purpose, the bonds have been duly validated and they are not in default;
- (4) Industrial revenue bonds and bonds of development authorities created by the laws of the State of Georgia;
- (5) Bonds, bills, certificates of indebtedness, notes, or other obligations of a subsidiary corporation of the United States government, which are fully guaranteed by the United States government both as to principal and interest, or debt obligations issued by or securities guaranteed by the Federal Land Bank, the Federal Home Loan Bank, the Federal Intermediate Credit Bank, the Central Bank for Cooperatives, the Farm Credit Banks, the Federal Home Loan Mortgage Corporation, or the Federal National Mortgage Association; and
- (6) Guarantee or insurance of accounts provided by the Federal Deposit Insurance Corporation.

O.C.G.A. Section 45-8-11 provides that the Authority may waive the requirements for security in the case of operating funds placed in demand deposit checking accounts.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 4 – STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY (CONTINUED)**

The Authority’s bond funds are properly collateralized in accordance with the terms of the applicable indentures.

**Pledged Revenue**

The net toll revenue derived from the operation of the Managed Lane System secure the Managed Lane System State of Georgia Guaranteed Revenue Bonds Series 2021A and 2021B. The bond indenture requires the Authority to establish, charge, and collect tolls for the privilege of traveling on the Managed Lane System at rates sufficient to produce net revenues in each fiscal year that are at least one hundred fifty percent (150%) of the Annual Debt Service with respect to all outstanding bonds for such fiscal year. Net revenues are defined and set forth in the Flow of Funds.

**NOTE 5 – DEPOSITS AND INVESTMENTS**

Cash and cash equivalents and investments as of June 30, 2023, are classified in the accompanying financial statements as follows:

	<b>Governmental Activities</b>	<b>Proprietary Funds</b>	<b>Total</b>
Cash and Cash Equivalents	\$ 26,950,971	\$ 47,625,049	\$ 74,576,020
Restricted Assets			
Cash and Cash Equivalents	763,727,515	221,504,636	985,232,151
Investments	-	3,524,790	3,524,790
<b>Total</b>	<b>\$ 790,678,486</b>	<b>\$ 272,654,475</b>	<b>\$ 1,063,332,961</b>

Cash on hand, deposits, and investments as of June 30, 2023, consist of the following:

	<b>Governmental Activities</b>	<b>Proprietary Funds</b>	<b>Total</b>
Cash on Hand	\$ 150	\$ 875	\$ 1,025
Deposits with Financial Institutions	10,815,705	577,336	11,393,041
Investments	542,711,078	112,674,637	655,385,715
Investments with Georgia Fund 1	237,151,553	159,401,627	396,553,180
<b>Total</b>	<b>\$ 790,678,486</b>	<b>\$ 272,654,475</b>	<b>\$ 1,063,332,961</b>

Deposits include demand deposit accounts, including certain interest-bearing demand deposit accounts. Funds belonging to the State of Georgia (and thus the Authority) cannot be placed in a depository paying interest longer than ten days without the depository providing a surety bond to the State. In lieu of a surety bond, the depository may pledge as collateral any one or more of the securities numerated in the official code of Georgia Annotated (O.C.G. A.) § 50-17-59.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 5 – DEPOSITS AND INVESTMENTS (CONTINUED)**

The Authority participates in the State's Secure Deposit Program (SDP), a multi-bank pledging pool. The SDP requires participating banks that accept public deposits in Georgia to operate under the policy and procedures of the program. The Georgia Office of State Treasurer (OST) sets the collateral requirements and pledging level for each covered depository. There are four tiers of collateralization levels specifying percentages of eligible securities to secure covered Deposits: 25%, 50%, 75%, and 110%. The SDP also provides for collateral levels to be increased to amount of up to 125% if economic or financial conditions warrants. The program lists the type of eligible collateral. The OST approves authorized custodian.

In accordance with the SDP, if a covered depository defaults, losses to public depositors are first satisfied with any applicable insurance, followed by demands of payment under any letters of credit or sale of the covered depository's collateral. If necessary, any remaining losses are to be satisfied by assessments made against the other participating covered depositories. Therefore, for disclosure purposes, all deposits of the SDP are considered to be fully insured.

**Categorization of Cash Equivalents.** The Authority reported investments of \$396,553,180 in Georgia Fund 1, a local government investment pool, which is included in the cash balances reported. Georgia Fund 1 is not registered with the SEC as an investment company and does not operate in a manner consistent with the SEC's Rule 2a-7 of the Investment Company Act of 1940. The investment is valued at the pool's share price, \$1.00 per share, which approximates fair value. The pool is an AAAs rated investment pool by Fitch. The weighted average maturity of Georgia Fund 1 may not exceed 60 days. The weighted average maturity for Georgia Fund 1, was 28 days. Additional information on the Georgia Fund 1 is disclosed in the State of Georgia Annual Comprehensive Financial Report, which is publicly available at <https://sao.georgia.gov/statewide-reporting/acfr>.

**Categorization of Investments.**

At June 30, 2023, the Authority had the following investments:

<u>Investment Type</u>	<u>Cost-Based</u>	<u>Investment Maturity Less Than 1 Year</u>
Debt Securities		
U.S. Treasuries	\$ <u>3,524,790</u>	\$ <u>3,524,790</u>

**Fair Value of Investments.** Investments are measured at fair value on a recurring basis and the Authority categorizes its fair value measurements within the fair value hierarchy established by GASB Statement No. 72 and Generally Accepted Accounting Principles (GAAP). The hierarchy is based on the inputs used in valuation and gives the highest priority to unadjusted quoted prices in active markets and requires that observable inputs be used in the valuation when available. The disclosure of fair value

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 5 – DEPOSITS AND INVESTMENTS (CONTINUED)

estimates in the hierarchy is based on whether the significant inputs into valuations are observable. In determining the level of the hierarchy, in which the estimate is disclosed, the highest level, Level 1, is given to unadjusted quoted prices in active markets and the lowest level, Level 3, to unobservable inputs.

- Level 1: Quoted prices for identical investments in active markets;
- Level 2: Observable inputs other than quoted market prices; and,
- Level 3: Unobservable inputs.

The Authority has the following recurring fair value measurements as of June 30, 2023: Money Market Mutual Funds of \$651,860,925 are valued using quoted market prices (Level 1 inputs).

**Custodial Credit Risk - Deposits.** The custodial credit risk for deposits is the risk that, in the event of a bank failure, the Authority’s deposits may not be recovered. The OST Investment Policy specifies safety of capital as the first priority in investing funds and liquidity as the second priority, followed by investment return and diversification. State statutes require all deposits and investments (other than federal or state government instruments) to be collateralized by depository insurance, obligations of the U.S government, or bonds of public authorities, counties, or municipalities. As of June 30, 2023, the Authority’s cash and deposit bank balances totaled \$11.4 million. Of these deposits, none were exposed to custodial credit risk.

NOTE 6 – RECEIVABLES

Receivables at June 30, 2023 consisted of the following:

	<u>Notes and Loans</u>	<u>Other</u>	<u>Inter- governmental Receivables</u>	<u>Total Receivables</u>
<b>Governmental Activities</b>				
General fund	\$ -	\$ 263,687	\$ 24,172,752	\$ 24,436,439
GTIB	24,373,585	-	-	24,373,585
Debt Service	-	90,475	-	90,475
Total - Governmental Funds	<u>24,373,585</u>	<u>354,162</u>	<u>24,172,752</u>	<u>48,900,499</u>
Long-Term Receivable from GDOT	-	-	56,160,000	56,160,000
Total - Governmental Activities	<u>\$ 24,373,585</u>	<u>\$ 354,162</u>	<u>\$ 80,332,752</u>	<u>\$ 105,060,499</u>
<b>Business-Type Activities</b>				
Tolling System	\$ -	\$ 1,077,807	\$ 17,500	\$ 1,095,307

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 7 – INTERFUND BALANCES

**Interfund Transfers**

Interfund transfers for the fiscal year ended June 30, 2023 consist of the following:

<u>Funds</u>	<u>Transfer In</u>	<u>Transfer Out</u>	<u>Total</u>
General Fund	\$ -	\$ (2,162,826)	\$ (2,162,826)
Tolling System Fund	<u>2,162,826</u>	<u>-</u>	<u>2,162,826</u>
Total	\$ <u>2,162,826</u>	\$ <u>(2,162,826)</u>	\$ <u>-</u>

In fiscal year 2023, the Authority elected to transfer cash held in the General Fund of the Authority to the Tolling System Fund. This cash was related to an imprest account the Authority maintains in its main operating account. Since the Authority’s main day-to-day operations reside in the Tolling System Fund, along with the composition of account deposits being tolling funds, management made the decision to move imprest funds into the account where the activity is more likely classified.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 8 – CAPITAL ASSETS**

**Capital Asset Activity**

Capital asset activity for the fiscal year ended June 30, 2023 was as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
<b>Governmental Activities:</b>				
Capital Assets Not Being Depreciated:				
Land	\$ 22,839,218	\$ -	\$ -	\$ 22,839,218
Construction in Progress	<u>17,258,399</u>	<u>8,997,084</u>	<u>(5,746,487)</u>	<u>20,508,996</u>
Total Capital Assets Not Being Depreciated	<u>40,097,617</u>	<u>8,997,084</u>	<u>(5,746,487)</u>	<u>43,348,214</u>
Capital Assets Being Depreciated:				
Buildings	11,799,637	-	-	11,799,637
Machinery and Equipment	104,356,129	8,792,420	(772,803)	112,375,746
Infrastructure	<u>29,665,788</u>	<u>93,933</u>	<u>-</u>	<u>29,759,721</u>
Total Capital Assets Being Depreciated	<u>145,821,554</u>	<u>8,886,353</u>	<u>(772,803)</u>	<u>153,935,104</u>
Less Accumulated Depreciation:				
Buildings	(1,392,459)	(266,169)	-	(1,658,628)
Machinery and Equipment	(67,588,556)	(7,588,433)	772,803	(74,404,186)
Infrastructure	<u>(15,799,551)</u>	<u>(374,447)</u>	<u>-</u>	<u>(16,173,998)</u>
Total Accumulated Depreciation	<u>(84,780,566)</u>	<u>(8,229,049)</u>	<u>772,803</u>	<u>(92,236,812)</u>
Total Capital Assets Being Depreciated, Net	<u>61,040,988</u>	<u>657,304</u>	<u>-</u>	<u>61,698,292</u>
Total Governmental Activities Capital Assets	<u>\$ 101,138,605</u>	<u>\$ 9,654,388</u>	<u>\$ (5,746,487)</u>	<u>\$ 105,046,506</u>
<b>Business-Type Activities:</b>				
Capital Assets Not Being Depreciated:				
Construction in Progress	<u>\$ 21,296,171</u>	<u>\$ 7,091,174</u>	<u>\$ (496,109)</u>	<u>\$ 27,891,236</u>
Capital Assets Being Depreciated:				
Machinery and Equipment	79,396,227	1,150,514	-	80,546,741
Computer Software	<u>8,610,898</u>	<u>-</u>	<u>-</u>	<u>8,610,898</u>
Total Capital Assets Being Depreciated	<u>88,007,125</u>	<u>1,150,514</u>	<u>-</u>	<u>89,157,639</u>
Less Accumulated Depreciation For:				
Machinery and Equipment	(63,285,998)	(9,001,381)	-	(72,287,379)
Computer Software	<u>(8,610,898)</u>	<u>-</u>	<u>-</u>	<u>(8,610,898)</u>
Total Accumulated Depreciation	<u>(71,896,896)</u>	<u>(9,001,381)</u>	<u>-</u>	<u>(80,898,277)</u>
Total Capital Assets Being Depreciated, Net	<u>16,110,229</u>	<u>(7,850,867)</u>	<u>-</u>	<u>8,259,362</u>
Total Business-Type Activities Capital Assets	<u>\$ 37,406,400</u>	<u>\$ (759,693)</u>	<u>\$ (496,109)</u>	<u>\$ 36,150,598</u>

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 8 – CAPITAL ASSETS (CONTINUED)**

Depreciation expense for the fiscal year ended June 30, 2023 was \$8,229,049 and \$9,001,381 respectively for Governmental Activities and Business-type Activities. The total of depreciation expense in Governmental Activities was charged to the General Government function of the Authority. The total of depreciation expense in Business-type Activities was charged to the Tolling function of the Authority.

**Lease Asset Activity**

Lease asset activity, as a result of the implementation of GASB 87, for the fiscal year ended June 30, 2023 was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
<b>Business-Type Activities:</b>				
Right-to-Use Leased Assets - Building	\$ 9,475,559	\$ -	\$ -	\$ 9,475,559
<b>Less: Accumulated Amortization</b>				
Right-to-Use Leased Assets - Building	(734,539)	(881,447)	-	(1,615,986)
Total Leased Assets, Net	\$ <u>8,741,020</u>	\$ <u>(881,447)</u>	\$ <u>-</u>	\$ <u>7,859,573</u>

The total amortization expense of \$881,447 was charged to the Tolling function of the Authority.

**Subscription Asset Activity**

Subscription asset activity, as a result of the implementation of GASB No. 96, for the fiscal year ended June 30, 2023 was as follows:

	Beginning Balance	GASB No. 96 Implementation	Increases	Decreases	Ending Balance
<b>Business-Type Activities:</b>					
Right-to-Use Leased Assets - SBITA	\$ -	\$ 3,754,922	\$ 4,274,104	\$ -	\$ 8,029,026
<b>Less: Accumulated Amortization</b>					
Right-to-Use Leased Assets - SBITA	-	-	(1,493,860)	-	(1,493,860)
Total Leased Assets, Net	\$ <u>-</u>	\$ <u>3,754,922</u>	\$ <u>2,780,244</u>	\$ <u>-</u>	\$ <u>6,535,166</u>

The total amortization expense of \$1,493,860 was charged to the Tolling function of the Authority.



STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 9 – LONG-TERM LIABILITIES**

Changes in long-term liabilities for the fiscal year ended June 30, 2023 are as follows:

	<u>Beginning Balance</u>	<u>GASB No. 96 Implementation</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
<b>Governmental Activities</b>						
Revenue Bonds Payable	\$ 41,915,000	\$ -	\$ -	\$ (22,650,000)	\$ 19,265,000	\$ 19,265,000
GARVEE Bonds Payable	452,655,000	-	-	(37,810,000)	414,845,000	39,715,000
Deferred Amounts:						
Net Unamortized Premiums	<u>98,568,833</u>	<u>-</u>	<u>-</u>	<u>(17,745,266)</u>	<u>80,823,567</u>	<u>15,767,766</u>
Total Bonds Payable	593,138,833	-	-	(78,205,266)	514,933,567	74,747,766
Net OPEB liability	90,432	-	34,369	-	124,801	-
Net Pension Liability	638,427	-	840,540	-	1,478,967	-
Compensated Absences	<u>75,809</u>	<u>-</u>	<u>32,263</u>	<u>-</u>	<u>108,072</u>	<u>91,930</u>
Governmental Activity Long-Term Liabilities	<u>\$ 593,943,501</u>	<u>\$ -</u>	<u>\$ 907,172</u>	<u>\$ (78,205,266)</u>	<u>\$ 516,645,407</u>	<u>\$ 74,839,696</u>
<b>Business-Type Activities</b>						
Revenue Bonds Payable	\$ 367,380,000	\$ -	\$ -	\$ -	\$ 367,380,000	\$ -
Deferred Amounts:						
Net Unamortized Premiums	57,495,668	-	-	(2,710,365)	54,785,303	2,710,365
Net Unamortized Discount	<u>(42,209)</u>	<u>-</u>	<u>-</u>	<u>4,087</u>	<u>(38,122)</u>	<u>(4,087)</u>
Total Bonds Payable	424,833,459	-	-	(2,706,278)	422,127,181	2,706,278
Net OPEB Liability	732,884	-	486,395	-	1,219,279	-
Net Pension Liability	5,174,187	-	9,275,052	-	14,449,239	-
Compensated Absences	918,006	-	6,523	-	924,529	786,442
Leased Liabilities	8,933,223	-	-	(661,482)	8,271,741	708,928
Subscription Obligations	<u>-</u>	<u>3,754,922</u>	<u>4,274,104</u>	<u>(2,283,317)</u>	<u>5,745,709</u>	<u>2,274,766</u>
Business-Type Activity Long-Term Liabilities	<u>\$ 440,591,759</u>	<u>\$ 3,754,922</u>	<u>\$ 14,042,074</u>	<u>\$ (5,651,077)</u>	<u>\$ 452,737,678</u>	<u>\$ 6,476,414</u>

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 9 – LONG-TERM LIABILITIES (CONTINUED)**

**Revenue Bonds**

**Governmental Activities**

**State of Georgia Guaranteed Revenue Refunding Bonds, Series 2016.** On July 28, 2016, the Authority issued \$19,265,000 of State of Georgia Guaranteed Revenue Refunding Bonds, Series 2016. Including bond premiums in the amount of \$5,123,912, the bond proceeds amounted to \$24,388,912. The bonds were issued for the purposes of (1) refunding \$23,810,000 in outstanding principal of the State of Georgia Guaranteed Revenue Bonds, Series 2003 and (2) to pay a portion of the costs of issuance of the bonds. Interest on these bonds is payable semiannually on April 1 and October 1 of each year with an interest rate of 5%. These bonds mature on October 1, 2023. As of June 30, 2023, the outstanding principal balance is \$19,265,000. These bonds are secured by the amount of net proceeds of transportation funds provided for in a joint resolution of the Georgia State Transportation Board and the Authority. Further, the State of Georgia has guaranteed the full payment of the bonds and the interest thereon in accordance with the Constitution of the State of Georgia and has reserved \$24,889,188 in the State of Georgia Guaranteed Revenue Debt Common Reserve Fund that is on deposit at the OST.

**State of Georgia Guaranteed Revenue Refunding Bonds, Series 2011B.** On March 31, 2011, the Authority issued \$153,085,000 of State of Georgia Guaranteed Revenue Refunding Bonds, series 2011B. Including bond premiums in the amount of \$26,561,505, the bond proceeds amounted to \$179,646,505. The bonds were issued for the purposes of (1) refunding \$162,370,000 of the \$233,165,000 in outstanding principal of the State of Georgia Guaranteed Revenue Bonds, Series 2003 and (2) to pay a portion of the costs of issuance of the bonds. Interest on these bonds was payable semiannually on April 1 and October 1 of each year with an interest rate of 5%. These bonds matured on October 1, 2022. As of June 30, 2023, the outstanding principal balance is \$0.

**Federal Highway Grant Anticipation Revenue Bonds Series 2017A and Federal Reimbursement Revenue Bonds Series 2017A.** On August 1, 2017, the Authority issued Federal Highway Grant Anticipation Revenue Bonds Series 2017A and Federal Highway Reimbursement Revenue Bonds Series 2017A in the amounts of \$51,005,000 and \$12,845,000, respectively. The bonds were issued for the purpose of providing funds to finance a portion of: (1) the cost of the planning, design, engineering, acquisition and construction of two express lanes for certain segments of Interstate Highway 285 (“I-285”) in the State of Georgia, particularly, the right-of-way acquisition associated therewith, and (2) paying the costs of issuance of the bonds. Interest on these bonds is payable semiannually on June 1 and December 1 of each year, commencing on December 1, 2017 with interest rates ranging from 4.00% to 5.00%. Principal on these bonds is payable on June 1, of each year, commencing on June 1, 2018 and maturing on June 1, 2029. As of June 30, 2023, the outstanding principal balances for the Series 2017A Grant Anticipation Revenue Bonds and the Series 2017A Reimbursement Revenue Bonds are \$29,505,000 and \$7,390,000 respectively. These bonds are pledged and payable solely from grant and reimbursement revenues received from the Federal Highway Administration. These bonds do not constitute a pledge of the faith and credit of the Authority or the State of Georgia.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 9 – LONG-TERM LIABILITIES (CONTINUED)**

**Grant Anticipation Revenue Bonds Series 2020 and Federal Reimbursement Revenue Bonds Series 2020.** On December 22, 2020, the Authority issued Federal Highway Grant Anticipation Revenue Bonds Series 2020 and Federal Highway Reimbursement Revenue Bonds Series 2020 in the amounts of \$387,355,000 and \$96,805,000, respectively. The bonds were issued for the purpose of providing funds to finance a portion of: (1) the cost of the planning, design, engineering, acquisition, and construction of express lanes for certain segments of Interstate Highway 285 (“I-285”) and State Route 400 in the State of Georgia, particularly, the right-of-way acquisition associated therewith, and (2) paying the costs of issuance of the bonds. Interest on these bonds is payable semiannually on June 1 and December 1 of each year, commencing on June 1, 2021, with an interest rate of 5.00%. Principal on these bonds is payable on June 1, of each year, commencing on June 1, 2021, and maturing on June 1, 2032. As of June 30, 2023, the outstanding principal balances for the Series 2020 Grant Anticipation Revenue Bonds and the Series 2020 Federal Reimbursement Revenue Bonds are \$302,380,000 and \$75,570,000 respectively. These bonds are pledged and payable solely from grant and reimbursement revenues received from the Federal Highway Administration. These bonds do not constitute a pledge of the faith and credit of the Authority or the State of Georgia.

**Business-Type Activities**

**Managed Lane System State of Georgia Guaranteed Revenue Bonds, Series 2021AB**

On July 1, 2021, the Authority issued Managed Lane System State of Georgia Guaranteed Revenue Bonds, Series 2021A (Full Faith and Credit) and Series 2021B (Full Faith and Credit, Federally Taxable) in the amounts of \$330,160,000 and \$37,220,000, respectively. The bonds were issued for the purposes of 1) to repay in-full the remaining debt on the TIFIA loan related to the I-75 Northwest Corridor Express Lanes project; 2) defeasance of outstanding I-75 South Toll Revenue Bonds; 3) pay the costs of certain tolling infrastructure related to the existing managed lane system; 4) pay the costs of certain tolling infrastructure related to certain future tolling facilities planned in the State’s Major Mobility Investment Program; 5) to fund capitalized interest on the 2021A Bonds; and 6) to pay a portion of the costs of issuance of the bonds. The Series 2021A bonds mature on July 15, 2051 and the Series 2021B bonds mature on July 15, 2034. As of June 30, 2023, the outstanding principal balance in total is \$367,380,000. These bonds are secured by the net toll revenue derived from the operation of the Managed Lane System. Further, the State of Georgia has guaranteed the full payment of the bonds and the interest thereon in accordance with the Constitution of the State of Georgia and has reserved \$26,079,017 in the State of Georgia Guaranteed Revenue Debt Common Reserve Fund that is on deposit at the OST.

**Prior Year Defeasement of Debt**

In fiscal year 2022, the Authority defeased the Series 2014 A&B outstanding Toll Revenue Bonds by placing the proceeds of the Series 2021B Guaranteed Revenue Bond in an irrevocable trust to provide for all future debt service payments on the Series 2014 A&B bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Authority’s basic financial statements. Annually from June 2022 to June 2024, funds will flow from the trust to redeem the full amount of outstanding debt on the Series 2014 A&B bonds. On June 1, 2023, a portion of the bonds were redeemed,

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 9 – LONG-TERM LIABILITIES (CONTINUED)**

totaling an outflow from the trust of \$2,049,876. At June 30, 2023, the Series 2014 A&B bonds outstanding are considered defeased, with a remaining \$46,133,941 due to outflow from the trust June 1, 2024.

**Summary of Long-Term Debt**

Revenue bonds outstanding as of June 30, 2023 are as follows:

**Governmental Activities:**

Guaranteed Revenue Refunding Bonds, Series 2016	Refunding of Guaranteed Revenue Bonds, Series 2003	5.00%	19,265,000
Grant Anticipation Revenue Bonds, Series 2017A	Improvement of roads and bridges	5.00%	29,505,000
Reimbursement Revenue Bonds, Series 2017A	Improvement of roads and bridges	4.00 - 5.00%	7,390,000
Grant Anticipation Revenue Bonds, Series 2020	Improvement of roads and bridges	5.00%	302,380,000
Reimbursement Revenue Bonds, Series 2020	Improvement of roads and bridges	5.00%	<u>75,570,000</u>
<b>Total Governmental Activities</b>			<b>\$ <u><u>434,110,000</u></u></b>

**Business-Type Activities:**

Guaranteed Revenue Bonds, Series 2021A	Defeasance of TIFIA debt; Tolling Capital Infrastructure	3.00 - 4.00%	\$ 330,160,000
Guaranteed Revenue Bonds, Series 2021B	Defeasance of I-75S TRB debt	1.70- 1.90%	<u>37,220,000</u>
<b>Total Business-Type Activities</b>			<b>\$ <u><u>367,380,000</u></u></b>

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 9 – LONG-TERM LIABILITIES (CONTINUED)

**Debt Service Requirements**

**Governmental Activities**

**Revenue and GARVEE bonds**

Annual debt service requirements to maturity for revenue bonds and GARVEE bonds are as follows as of June 30, 2023:

<b>Revenue Fiscal Year Payable</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>
2024	\$ 19,746,625	\$ 19,265,000	\$ 481,625
<b>GARVEE Fiscal Year Payable</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>
2024	\$ 60,446,300	\$ 39,715,000	\$ 20,731,300
2025	60,441,500	41,685,000	18,756,500
2026	60,442,250	43,770,000	16,672,250
2027	60,438,750	45,955,000	14,483,750
2028	60,436,000	48,250,000	12,186,000
2029-2032	219,959,250	195,470,000	24,489,250
	\$ 522,164,050	\$ 414,845,000	\$ 107,319,050

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 9 – LONG-TERM LIABILITIES (CONTINUED)**

**Business-Type Activities**

**State Road and Tollway Authority Managed Lane System Guaranteed Revenue Bonds, Series 2021AB**

Annual debt service requirements to maturity for the SRTA Managed Lane System GRB, Series 2021AB is as follows as of June 30, 2023:

<b>Revenue Fiscal Year</b>	<b>Payable</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>
2024	\$ 12,700,840	\$ 12,700,840	\$ -	\$ 12,700,840
2025		12,700,840	-	12,700,840
2026		12,700,840	-	12,700,840
2027		12,700,840	-	12,700,840
2028		12,700,840	-	12,700,840
2029-2033		82,555,698	19,485,000	63,070,698
2034-2038		124,267,268	67,240,000	57,027,268
2039-2043		125,972,350	83,805,000	42,167,350
2044-2048		125,718,175	101,960,000	23,758,175
2049-2052		<u>100,688,700</u>	<u>94,890,000</u>	<u>5,798,700</u>
		<u>\$ 622,706,391</u>	<u>\$ 367,380,000</u>	<u>\$ 255,326,391</u>

**NOTE 10 – LEASES**

In December 2016, the Authority executed an agreement to lease office space. As of June 30, 2023, the value of the lease liability was \$8,271,741. The Authority is required to make monthly payments that include principal and interest. As the lease does not contain a specific interest rate, the Authority has used its incremental borrowing rate of 3.42% as the discount rate for the lease. The right-to-use lease asset as of the end of the current fiscal year was \$9,475,559 and had accumulated amortization of \$1,615,986.

Debt service to maturity on the Authority’s outstanding lease is as follows:

<b>Fiscal Year Payable</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>
2024	\$ 980,809	\$ 708,928	\$ 271,881
2025	1,005,315	758,449	246,866
2026	1,030,563	810,446	220,117
2027	1,056,231	864,675	191,556
2028	1,082,676	921,577	161,099
2029 - 2033	<u>4,506,343</u>	<u>4,207,666</u>	<u>298,677</u>
	<u>\$ 9,661,937</u>	<u>\$ 8,271,741</u>	<u>\$ 1,390,196</u>

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

**NOTE 10 – LEASES (CONTINUED)**

The Authority has entered into subscription-based information technology arrangements (SBITAs) covering periods ranging from 2 to 5 years. Through these SBITAs, the Authority acquired the right to use the following vendor-provided software as of July 1, 2022: workforce management software, various desktop and server software cybersecurity software. The Authority also has acquired the maintenance and hosting services for its toll service integrator and customer back office system(s).

The total of the Authority’s subscription assets recorded at cost as of June 30, 2023 was \$8,029,026, less accumulated amortization of \$1,493,860. Future subscription payments under SBITAs are as follows:

<u>Fiscal Year Payable</u>	<u>Total</u>	<u>Principal</u>	<u>Interest</u>
2024	\$ 2,336,512	\$ 2,274,766	\$ 61,746
2025	1,788,018	1,709,575	78,443
2026	1,146,176	1,106,369	39,807
2027	<u>669,802</u>	<u>654,999</u>	<u>14,803</u>
	\$ <u>5,940,508</u>	\$ <u>5,745,709</u>	\$ <u>194,799</u>

**NOTE 11 – RETIREMENT SYSTEMS**

**Defined Benefit Plans**

Substantially all of the Authority employees participate in various retirement plans administered by the State of Georgia under the ERS. This system issues a separate, publicly available financial report that includes applicable financial statements and required supplementary information. The report may be obtained by visiting [www.ers.ga.gov](http://www.ers.ga.gov).

The significant retirement plans that the Authority participates in are described below. More detailed information can be found in the plan agreements and related legislation. Each plan, including benefit and contribution provisions, was established and can be amended by state law.

**Employees’ Retirement System of Georgia**

***Plan Description***

ERS is a cost-sharing multiple-employer defined benefit pension plan established by the Georgia General Assembly during the 1949 Legislative Session for the purpose of providing retirement allowances for employees of the State of Georgia and its political subdivisions. ERS is directed by a Board of Trustees. Title 47 of the O.C.G.A. assigns the authority to establish and amend the benefit provisions to the State Legislature. ERS issues a publicly available financial report that can be obtained at [www.ers.ga.gov/financials](http://www.ers.ga.gov/financials).

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 11 – RETIREMENT SYSTEMS (CONTINUED)

***Benefits Provided***

The ERS Plan supports three benefit tiers: Old Plan, New Plan, and Georgia State Employees' Pension and Savings Plan (GSEPS). Employees under the old plan started membership prior to July 1, 1982 and are subject to plan provisions in effect prior to July 1, 1982. Members hired on or after July 1, 1982 but prior to January 1, 2009 are new plan members subject to modified plan provisions. Effective January 1, 2009, new state employees and rehired state employees who did not retain membership rights under the Old or New Plans are members of GSEPS. ERS members hired prior to January 1, 2009 also have the option to irrevocably change their membership to GSEPS.

Under the old plan, the new plan, and GSEPS, a member may retire and receive normal retirement benefits after completion of 10 years of creditable service and attainment of age 60 or 30 years of creditable service regardless of age. Additionally, there are some provisions allowing for early retirement after 25 years of creditable service for members under age 60.

Retirement benefits paid to members are based upon the monthly average of the member's highest 24 consecutive calendar months, multiplied by the number of years of creditable service, multiplied by the applicable benefit factor. Annually, postretirement cost-of-living adjustments may also be made to members' benefits, provided the members were hired prior to July 1, 2009. The normal retirement pension is payable monthly for life; however, options are available for distribution of the member's monthly pension, at reduced rates, to a designated beneficiary upon the member's death. Death and disability benefits are also available through the ERS plan.

***Contributions***

Member contribution rates are set by law. Member contributions under the old plan are 4% of annual compensation, up to \$4,200, plus 6% of annual compensation in excess of \$4,200. Under the old plan, the state pays member contributions in excess of 1.25% of annual compensation. Under the old plan, these state contributions are included in the members' accounts for refund purposes and are used in the computation of the members' earnable compensation for the purpose of computing retirement benefits. Member contributions under the new plan and GSEPS are 1.25% of annual compensation. The Authority's total required contribution rate for the year ended June 30, 2023 was 31.01% of annual covered payroll for old plan members and new plan members and 27.47% for GSEPS members. The rates include the annual actuarially determined employer contribution rate of 24.67% of annual covered payroll for old and new plan members and 21.59% for GSEPS members, plus a 6.34% adjustment to the old and new plan and a 5.88% adjustment to the GSEPS plan for the commencement of COLA prefunding for certain retired ERS members. The Authority's contributions to ERS totaled \$2,020,822 for the year ended June 30, 2023. Contributions are expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability.



STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 11 – RETIREMENT SYSTEMS (CONTINUED)

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

At June 30, 2023, the Authority reported a liability for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2022. The total pension liability used to calculate the net pension liability was based on an actuarial valuation as of June 30, 2021. An expected total pension liability as of June 30, 2022 was determined using standard roll-forward techniques. The Authority's proportion of the net pension liability was based on contributions to ERS during the fiscal year ended June 30, 2022. At June 30, 2022, the Authority's proportion was 0.238501%, which was a decrease of 0.010008% from its proportion measured as of June 30, 2021.

For the year ended June 30, 2023, the Authority recognized pension expense of \$3,549,822. At June 30, 2023, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 34,208	\$ 144,467
Changes of assumptions	2,831,396	-
Net difference between projected and actual earnings on pension plan investments	1,850,694	-
Changes in proportion and differences between Employer contributions and proportionate share of contributions	-	364,898
Employer contributions subsequent to the measurement date	<u>2,020,822</u>	<u>-</u>
Total	<u>\$ 6,737,120</u>	<u>\$ 509,365</u>

Authority contributions subsequent to the measurement date of \$2,020,822 are reported as deferred outflows of resources and will be recognized as a reduction of the net pension liability in the year ended June 30, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended June 30:		
2024	\$	2,102,274
2025	\$	635,239
2026	\$	46,148
2027	\$	1,423,272

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 11 – RETIREMENT SYSTEMS (CONTINUED)

***Actuarial Assumptions***

The total pension liability as of June 30, 2022 was determined by an actuarial valuation as of June 30, 2021 using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50%
Salary increases	3.00% - 6.75%, including inflation
Investment Rate of Return	7.00%, net of pension plan investment expense, including inflation

Mortality rates are as follows:

- The Pub-2010 General Employee Table, with no adjustments, projected generationally with the MP-2019 scale is used for both males and females while in active service.
- The Pub-2010 Family of Tables projected generationally with the MP-2019 Scale and with further adjustments are used for post-retirement mortality assumptions as follows:

<u>Participant Type</u>	<u>Membership Table</u>	<u>Set Forward (+) / Setback (-)</u>		<u>Adjustment to Rates</u>	
Service Retirees	General Healthy Annuitant	Male: +1;	Female: +1	Male: 105%;	Female: 108%
Disability Retirees	General Disabled	Male: -3;	Female: 0	Male: 103%;	Female: 106%
Beneficiaries	General Contingent Survivors	Male: +2;	Female: +2	Male: 106%;	Female: 105%

The actuarial assumptions used in the June 30, 2021 valuation were based on the results of an actuarial experience study for the period July 1, 2014 – June 30, 2019.

The long-term expected rate of return on pension plan investments was determined using a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected nominal returns, net of pension plan investment expense and the assumed rate of inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 11 – RETIREMENT SYSTEMS (CONTINUED)

The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset class	Target allocation	Long-term expected real rate of return*
Fixed income	30.00%	0.20%
Domestic large stocks	46.30%	9.40%
Domestic small stocks	1.20%	13.40%
International developed market stocks	12.30%	9.40%
International emerging market stocks	5.20%	11.40%
Alternative	5.00%	10.50%
Total	100.00%	

\* Rates shown are net of inflation

***Discount Rate***

The discount rate used to measure the total pension liability was 7.00%. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that employer and State of Georgia contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

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

The following presents the Authority’s proportionate share of the net pension liability calculated using the discount rate of 7.00%, as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (6.00%) or one percentage point higher (8.00%) than the current rate:

Employees' Retirement System:	1% Decrease (6.00%)	Current Discount Rate (7.00%)	1% Increase (8.00%)
Authority's proportionate share of the net pension liability	\$ 21,203,390	\$ 15,928,206	\$ 11,492,183

***Pension Plan Fiduciary Net Position***

Detailed information about the pension plan’s fiduciary net position is available in the separately issued ERS financial report which is publicly available at [www.ers.ga.gov/financials](http://www.ers.ga.gov/financials).

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 11 – RETIREMENT SYSTEMS (CONTINUED)

***GSEPS 401(k) Defined Contribution Component of ERS***

In addition to the ERS defined benefit pensions described above, GSEPS members may also participate in the Peach State Reserves 401(k) defined contribution plan and receive an employer matching contribution. The 401(k) plan is administered by the System and was established by the Georgia Employee Benefit Plan Council in accordance with State law and Section 401(k) of the IRC. The GSEPS segment of the 401(k) plans were established by State law effective January 1, 2009. Plan provisions and contribution requirements specific to GSEPS can be amended by State law. Other general 401(k) plan provisions can be amended by the ERS Board of Trustees as required by changes in federal tax law or for administrative purposes. The Authority was not required to make significant contributions to the 401(k) plans prior to GSEPS because most members under other segments of the plan either were not State employees or were not eligible to receive an employer match on their contributions.

The GSEPS plan includes automatic enrollment in the 401(k) plans at a contribution rate of 5% of salary unless the participating member elects otherwise. The member may change such level of participation at any time. In addition, the member may make such additional contributions as he or she desires, subject to limitations imposed by federal law. The State will match 100% of the employee's contribution up to 5% of employee salary. Therefore, the State will match 5% of salary when an employee contributes at least 5% to the 401(k) plans. GSEPS members with at least six years of service, and who are contributing at least 5% will get an additional half percent employer match for every full year of service in excess of five years, up to a maximum match of 9%.

GSEPS employer contributions are subject to a vesting schedule, which determines eligibility to receive all or a portion of the employer contribution balance at the time of any distribution from the account after separation from all State service. Vesting is determined based on the table below:

<b>GSEPS Employer Contribution Vesting:</b>	
<b>Years of Service</b>	<b>% Vested</b>
Less than 1 year	0%
1 year	20%
2 years	40%
3 years	60%
4 years	80%
5 or more years	100%

Employee contributions and earnings thereon are 100% vested at all times. The 401(k) plans also allow participants to roll over amounts from other qualified plans to their respective account in the 401(k) plans on approval of the 401(k)-plan administrator. Such rollovers are 100% vested at the time of transfer. Participant contributions are invested according to the participant's investment election. If the participant does not make an election, investments are automatically defaulted to a Lifecycle fund based on the participant's date of birth.

The participants may receive the value of their vested accounts upon attaining age 59.5, qualifying financial hardship, or 30 days after retirement or other termination of service (employer contributions are only eligible for distribution upon separation from service). Upon the death of a participant, his or

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 11 – RETIREMENT SYSTEMS (CONTINUED)

her beneficiary shall be entitled to the vested value of his or her accounts. Employees who die while actively employed and eligible for 401(k) employer matching contributions become fully vested in employer contributions upon death. Distributions are made in installments or in a lump sum.

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS

The Authority participates in the following State of Georgia other post-employment benefit (OPEB) plans:

Administered by Department of Community Health (DCH):

Georgia State Employees Post-Employment Health Benefit Fund (State OPEB Fund)

Administered by the Employees' Retirement System of Georgia:

For retired and vested inactive (SEAD-OPEB)

**Georgia State Employees Post-Employment Health Benefit Fund (State OPEB Fund)**

***Plan Description***

Employees of State organizations as defined in §45-18-25 of the Official Code of Georgia Annotated (O.C.G.A.) are provided OPEB through the State OPEB Fund - a cost-sharing multiple-employer defined benefit postemployment healthcare plan, reported as an employee trust fund and administered by a Board of Community Health (Board). Title 45 of the O.C.G.A. assigns the authority to establish and amend the benefit terms of the group health plan to the Board.

***Benefits Provided***

The State OPEB Fund provides healthcare benefits for retirees and their dependents due under the group health plan for employees of State organizations (including technical colleges) and other entities authorized by law to contract with DCH for inclusion in the plan. Retiree medical eligibility is attained when an employee retires and is immediately eligible to draw a retirement annuity from Employees' Retirement System (ERS), Georgia Judicial Retirement System (JRS), Legislative Retirement System (LRS), Teachers Retirement System (TRS) or Public-School Employees Retirement System (PSERS). If elected, dependent coverage starts on the same day as retiree coverage. Medicare-eligible retirees are offered Standard and Premium Medicare Advantage plan options. NonMedicare eligible retiree plan options include Health Reimbursement Arrangement (HRA), Health Maintenance Organization (HMO) and a High Deductible Health Plan (HDHP). The State OPEB Fund also pays for administrative expenses of the fund. By law, no other use of the assets of the State OPEB Fund is permitted.

***Contributions***

As established by the Board, the State OPEB Fund is substantially funded on a pay-as-you-go basis; that is, annual cost of providing benefits will be financed in the same year as claims occur. Contributions to the State OPEB Fund from the Authority were \$472,512 for the year ended June 30, 2023. Active employees are not required to contribute to the State OPEB Fund.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

***OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB***

At June 30, 2023, the Authority reported a liability of \$1,344,080 for its proportionate share of the net OPEB liability. The net OPEB liability was measured as of June 30, 2022. The total OPEB liability used to calculate the net OPEB liability was based on an actuarial valuation as of June 30, 2021. An expected total OPEB liability as of June 30, 2022 was determined using standard roll-forward techniques. The Authority's proportion of the net OPEB liability was actuarially determined based on employer contributions during the fiscal year ended June 30, 2022. At June 30, 2022, the Authority's proportion was 0.299138%. This was a decrease of 0.000407% from its proportion measured as of June 30, 2021.

For the year ended June 30, 2023, the Authority recognized OPEB expense of (\$740,706). At June 30, 2023, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 42,248	\$ 1,306,920
Changes of assumptions	24,015	165,427
Net difference between projected and actual earnings on OPEB plan investments	487,602	-
Changes in proportion and differences between Employer contributions and proportionate share of contributions	541,177	4,157
Employer contributions subsequent to the measurement date	<u>472,512</u>	<u>-</u>
Total	<u>\$ 1,567,554</u>	<u>\$ 1,476,504</u>

The Authority's contributions subsequent to the measurement date of \$472,512 are reported as deferred outflows of resources and will be recognized as a reduction of the net OPEB liability in the year ended June 30, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

**Year Ended June 30:**

2024	\$ (345,391)
2025	\$ (191,527)
2026	\$ (8,798)
2027	\$ 164,254

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

***Actuarial Assumptions***

The total OPEB liability as of June 30, 2022 was determined by an actuarial valuation as of June 30, 2021 using the following actuarial assumptions and other inputs, applied to all periods included in the measurement and rolled forward to the measurement date of June 30, 2021:

Inflation	2.50%
Salary increases	3.00% - 6.75%, including inflation
Long-term expected rate of return	7.00%, compounded annually, net of investment expense, and including inflation
Healthcare cost trend rate	
Pre-Medicare Eligible	6.50%
Medicare Eligible	5.00%
Ultimate trend rate	
Pre-Medicare Eligible	4.50%
Medicare Eligible	4.50%
Year of Ultimate trend rate	
Pre-Medicare Eligible	2029
Medicare Eligible	2023

Pre-retirement mortality rates were based on the Pub-2010 General Employee Mortality Table, with no adjustment, with the MP-2019 Projection scale applied generationally. Post-retirement mortality rates for service retirements were based on the Pub-2010 General Healthy Annuitant Mortality Table (ages set forward one year and adjusted 105% for males and 108% for females) with the MP-2019 Projection scale applied generationally. Post-retirement mortality rates for disability retirements were based on the Pub-2010 General Disabled Mortality Table (ages set back three years for males and adjusted 103% for males and 106% for females) with the MP-2019 Projection scale applied generationally. Post-retirement mortality rates for beneficiaries were based on the Pub-2010 General Contingent Survivor Mortality Table (ages set forward two years and adjusted 106% for males and 105% for females) with the MP-2019 Projection scale applied generationally.

The actuarial assumptions used in the June 30, 2022 valuation are based on the results of the most recent actuarial experience studies for the pension systems, which covered the five-year period ending June 30, 2019 and adopted by the pension Board on December 17, 2020.

The remaining actuarial assumptions (e.g., initial per capita costs, health care cost trends, rate of plan participation, rates of plan election, etc.) used in the June 30, 2022 valuation were based on a review of recent plan experience done concurrently with the June 30, 2022 valuation.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

Projection of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculation.

The long-term expected rate of return on OPEB plan investments was determined using a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected nominal returns, net of investment expense and the assumed rate of inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset class</u>	<u>Target allocation</u>	<u>Long-Term Expected Real Rate of Return*</u>
Fixed income	30.00%	2.00%
Equities	70.00%	9.40%
Total	<u>100.00%</u>	

\*Net of Inflation

***Discount Rate***

In order to measure the total OPEB liability, as of June 30, 2022, for the State OPEB fund, a single equivalent interest rate of 7.00% was used, the same as last year’s rate. The projection of cash flows used to determine the discount rate assumed that contributions from members and from the employer will be made at the current level as averaged over the last five years, adjusted for annual projected changes in headcount. Based on those assumptions, the fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on investments was applied to all periods of projected benefit payments to determine the total OPEB liability. Projected future benefit payments for all current plan members were projected through 2120.



STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

***Sensitivity of the Authority’s Proportionate Share of the Net OPEB Liability to Changes in the Discount Rate:***

The following presents the Authority’s proportionate share of the net OPEB liability calculated using the discount rate of 7.00%, as well as what the Authority’s proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is one-percentage-point lower (6.00%) or one-percentage-point higher (8.00%) than the current discount rate:

	<u>1% Decrease (6.00%)</u>	<u>Current Discount Rate (7.00%)</u>	<u>1% Increase (8.00%)</u>
Employer's proportionate share of the Net OPEB liability	\$ 1,974,561	\$ 1,344,080	\$ 799,136

***Sensitivity of the Authority’s Proportionate Share of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates:***

The following presents the Authority’s proportionate share of the net OPEB liability, as well as what the Authority’s proportionate share of the net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

	<u>1% Decrease</u>	<u>Current Healthcare Cost Trend Rate</u>	<u>1% Increase</u>
Employer's proportionate share of the Net OPEB liability	\$ 708,194	\$ 1,344,080	\$ 2,089,148

***OPEB Plan Fiduciary Net Position***

Detailed information about the OPEB plan’s fiduciary net position is available in the Annual Comprehensive Financial Report (ACFR) which is publicly available at <https://sao.georgia.gov/swar/acfr>.

**Georgia State Employees Post-Employment Health Benefit Fund (SEAD-OPEB Fund)**

***Plan Description***

SEAD-OPEB was created in 2007 by the Georgia General Assembly to amend Title 47 of the O.C.G.A., relating to retirement, so as to establish a fund for the provision of term life insurance to retired and vested inactive members of the Employees’ Retirement System of Georgia (ERS), the Legislative Retirement System (LRS), and the Georgia Judicial Retirement System (GJRS). The plan is a cost-sharing multiple-employer defined benefit other postemployment benefit plan as defined in Governmental Accounting Standards Board (GASB) Statement No. 74, *Financial Reporting for Postemployment Benefit Plans other than OPEB Plans*. The SEAD-OPEB trust fund accumulates the premiums received from the aforementioned retirement plans, including interest earned on deposits and investments of such payments.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

***Benefits Provided***

The amount of insurance for a retiree with creditable service prior to April 1, 1964 is the full amount of insurance in effect on the date of retirement. The amount of insurance for a service retiree with no creditable service prior to April 1, 1964 is 70% of the amount of insurance in effect at age 60 or at termination, if earlier. Life insurance proceeds are paid in a lump sum to the beneficiary upon death of the retiree.

***Contributions***

Georgia law provides that employee contributions to the plan shall be in an amount established by the Board of Trustees not to exceed one-half of one percent of the member's earnable compensation. There were no employer contributions required for the fiscal year ended June 30, 2023.

***OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB***

At June 30, 2023, the Authority reported an asset of \$676,250 for its proportionate share of the net OPEB asset. The net OPEB asset was measured as of June 30, 2022. The total OPEB asset used to calculate the net OPEB asset was based on an actuarial valuation as of June 30, 2021. An expected total OPEB asset as of June 30, 2022 was determined using standard roll-forward techniques. The Authority's proportion of the net OPEB asset was based on actual member salaries reported to the SEAD-OPEB plan during the fiscal year ended June 30, 2022. At June 30, 2022, the Employer's proportion was 0.183970%, which was an increase of 0.006471% from its proportion measured as of June 30, 2021.

For the year ended June 30, 2023, the Authority recognized OPEB expense of (\$71,650). At June 30, 2023, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
Differences between expected and actual experience	\$ 3,104	\$ 206
Changes of assumptions	-	3,210
Net difference between projected and actual earnings on OPEB plan investments	140,969	-
Changes in proportion and differences between Employer contributions and proportionate share of contributions	<u>4,747</u>	<u>11,933</u>
Total	<u>\$ 148,820</u>	<u>\$ 15,349</u>

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

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

Year Ended June 30:

2024	\$	8,683
2025	\$	13,844
2026	\$	5,276
2027	\$	105,668

***Actuarial Assumptions***

The total OPEB asset as of June 30, 2022 was determined by an actuarial valuation as of June 30, 2021 using the following actuarial assumptions and other inputs, applied to all periods included in the measurement:

Inflation	2.50%
Salary increases:	
ERS	3.00% - 6.75%
GJRS	3.75%
LRS	N/A
Investment rate of return	7.00%, net of OPEB plan investment expense, including inflation
Healthcare cost trend rate	N/A

Mortality rates are as follows:

- The Pub-2010 General Employee Table, with no adjustments, projected generationally with the MP-2019 scale is used for both males and females while in active service.
- The Pub-2010 Family of Tables projected generationally with the MP-2019 Scale and with further adjustments are used for post-retirement mortality assumptions as follows:

Participant Type	Membership Table	Set Forward (+) / Setback (-)		Adjustment to Rates	
Service Retirees	General Healthy Annuitant	Male: +1;	Female: +1	Male: 105%;	Female: 108%
Disability Retirees	General Disabled	Male: -3;	Female: 0	Male: 103%;	Female: 106%
Beneficiaries	General Contingent Survivors	Male: +2;	Female: +2	Male: 106%;	Female: 105%

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

***Actuarial Assumptions***

The actuarial assumptions used in the June 30, 2021 valuation were based on the results of an actuarial experience study for the period July 1, 2014 – June 30, 2019.

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

The target asset allocation and estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset class	Target allocation	Long-term expected real rate of return*
Fixed income	30.00%	0.20%
Domestic large stocks	46.30%	9.40%
Domestic small stocks	1.20%	13.40%
International developed market stocks	12.30%	9.40%
International emerging market stocks	5.20%	11.40%
Alternative	5.00%	10.50%
Total	100.00%	

\* Rates shown are net of inflation

***Discount Rate:***

The discount rate used to measure the total OPEB liability was 7.00%. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that employer and State of Georgia contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the OPEB plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 12 – OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

**Sensitivity of the Authority’s Proportionate Share of the Net OPEB Asset to Changes in the Discount Rate:** The following presents the Authority’s proportionate share of the net OPEB asset calculated using the discount rate of 7.00%, as well as what the Authority’s proportionate share of the net OPEB asset would be if it were calculated using a discount rate that is one-percentage-point lower (6.00%) or one-percentage-point higher (8.00%) than the current rate:

	1% Decrease (6.00%)	Current Discount Rate (7.00%)	1% Increase (8.00%)
Employer's proportionate share of the Net OPEB asset	\$ (436,506)	\$ (676,250)	\$ (872,586)

**SEAD-OPEB Plan Fiduciary Net Position:** Detailed information about the OPEB plan’s fiduciary net position is available in the separately issued ERS comprehensive annual financial report which is publicly available at [www.ers.ga.gov/financials](http://www.ers.ga.gov/financials).

NOTE 13 – RISK MANAGEMENT

**Public Entity Risk Pool**

For its employee health insurance coverage, the Authority is a participant in the State of Georgia’s Health Benefit Plan (SHBP), a public entity risk pool operated by the Department of Community Health (DCH) for the benefit of employees of the State of Georgia (O.C.G.A. Section 45-18-2), county governments and local education agencies located within the state. The SHBP is primarily a self-insured, self-funded plan that pays benefits out of the money contributed from members (through monthly premiums) and from monthly contributions from the employers that offer the Plan (e.g., state, county and local educational agencies). The SHBP acts as the Plan Administrator of health insurance coverage for approximately 460 organizations (state employees, teachers, school system employees and retirees who continued coverage (including annuitants and former employees on extended coverage), and covered dependents. An employee may withdraw from the plan if they become eligible for coverage under the aged program of the Social Security Administration (O.C.G.A. 45-18-17). SHBP accepts all risk of insuring its employees.

**Other Risk Management**

The Authority is exposed to various risks of loss related to torts: theft of, damage to and destruction of assets; errors and omissions; and injuries to employees. The State of Georgia utilizes self-insurance programs established by individual agreement, statute or administrative action to provide property insurance covering fire and extended coverage and automobile insurance and to pay losses that might occur from such causes; liability insurance for employees against personal liability for damages arising out of performance of their duties; cyber insurance for losses and out of pocket expenses incurred as a result of damage to data, systems or income defense and liability incurred as a result of employee’s actions; survivors’ benefits for eligible members of the Employee’s Retirement System; consolidating processing of unemployment compensation claims against state agencies and the payment of sums due to the Department of Labor; and worker’s compensation statutes of the State of Georgia. These self-

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 13 – RISK MANAGEMENT (CONTINUED)

insurance funds are accounted for as internal service funds of the State of Georgia where assets are set aside for claim settlements. The majority of the risk management programs are funded by assessments charged to participating organizations. A limited amount of commercial insurance is purchased by the self-insurance funds applicable to property, employee and automobile liability, fidelity, and certain other risks to limit the exposure to catastrophic losses. Otherwise, the risk management programs service all claims against the State and/or Authority for injuries and property damage.

Financial information relative to self-insurance funds is presented in the financial reports of the Department of Administrative Services and the ERS for the year ended June 30, 2023.

NOTE 14 – LITIGATION, CONTINGENCIES AND COMMITMENTS

**Grants and Contracts**

The amounts received or receivable from grantor agencies are subject to audit and review by grantor agencies, principally the federal government. This could result in a request for reimbursement by the grantor agency for any expenditures which are disallowed under grant terms.

**Litigation**

The Authority had no litigation, claims or assessments filed against it for the year ended June 30, 2023.

**Contractual Commitments**

The Georgia Constitution permits State organizations to enter into contractual commitments. Commitments are defined as “existing arrangements to enter into future transactions or events, such as long-term contractual obligations with suppliers for future purchases at specified prices and sometimes at specified quantities.” As of June 30, 2023, the Authority had remaining contractual commitments for transportation, tolling, and other construction projects as detailed below:

<b>Remaining Contractual Commitments</b>	<b>Amounts</b>
I - 285 at SR 400 Interchange Reconstruction Project	\$ 48,202,293
I - 16 at I - 95 Interchange and I - 95 to I - 516 Reconstruction Project	\$ 61,497,257
I - 20 East Interchange Reconstruction Project	\$ 562,256,780
<b>Total Remaining Contractual Commitments</b>	<b>\$ 671,956,330</b>

**I-285 at SR 400 Interchange Reconstruction Project**

The I-285 at SR 400 Reconstruction Project is a design-build-finance project being jointly delivered by GDOT and the Authority and will not be tolled upon completion. The Authority entered into an agreement with North Perimeter Contractors to engage the developer for the completion of project work. Additionally, the Authority has entered into intergovernmental agreements with GDOT, designating GDOT as the project manager of the project and detailing how GDOT makes funds available to SRTA to fulfill SRTA’s payment obligations as detailed within the DBFA. The GDOT owns the asset and records construction in progress (CIP) based upon current year expenditures. As of June 30, 2023, the total contractual commitment for the project was \$547,265,013, with \$48,202,293 remaining to be paid out.

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 14 – LITIGATION, CONTINGENCIES AND COMMITMENTS (CONTINUED)

**I-16 at I-95 Interchange and I-16 Widening from I-95 to I-516 Reconstruction Project**

The I-16 at I-95 Interchange and I-16 Widening from I-95 to I-516 Project is a design-build project being jointly delivered by GDOT and the Authority and will not be tolled upon completion. In 2018, the Authority entered into an agreement with Savannah Mobility Contractors to engage the developer for the completion of project work. Additionally, the Authority has entered into intergovernmental agreements with GDOT, designating GDOT as the project manager of the project and detailing how GDOT makes funds available to SRTA to fulfill SRTA's payment obligations as detailed within the Design-Build Agreement. The GDOT owns the asset and records construction in progress (CIP) based upon current year expenditures. As of June 30, 2023, the total contractual commitment for the project was \$266,373,759 with \$61,497,257 remaining to be paid out.

**I-20 East Interchange Reconstruction Project**

The I-285 / I-20 East Interchange Project is a design-build-finance project being jointly delivered by GDOT and the Authority and will not be tolled upon completion. In June 2022, the Authority entered into an agreement with East Interchange Builders, LLC, to engage the developer for the completion of project work. Additionally, the Authority has entered into intergovernmental agreements with GDOT, designating GDOT as the project manager of the project and detailing how GDOT makes funds available to SRTA to fulfill SRTA's payment obligations as detailed within the Design, Build, and Finance Agreement. As of June 30, 2023, the total contractual commitment for the project was \$697,144,112, with \$562,256,780 remaining to be paid out.

Other Financing Commitments

**Georgia Transportation Infrastructure Bank (GTIB)**

Pursuant to the Georgia Transportation Infrastructure Bank Act, O.C.G.A 32-10-120 et seq, the State Road and Tollway Authority has been authorized to create and operate the GTIB. Modeled after programs used in 32 other states, the GTIB was developed as a revolving infrastructure fund to provide grants and low- interest loans for local government transportation projects. Since its inception in 2010, the GTIB has provided over \$200 million in grants and loans to highly competitive transportation projects that have enhanced mobility in local communities throughout Georgia. Funding for the GTIB comes from state motor fuel fund and transportation fee sources appropriated in the State of Georgia budget.

In fiscal year 2023, the GTIB received \$12,999,055 through the annual appropriations process. In addition, \$3,363,462 in grants and \$13,944,432 in loans were awarded to local governments in the tenth round of GTIB awards. These awards will be disbursed in future periods as the awardees request reimbursement for the approved projects.

**GO! Transit Capital Program**

During the 2015 Legislative Session, the Georgia General Assembly appropriated \$75 million in General Obligation bond funds for the program to the Authority. The GO! Transit Capital Program is a competitive funding program designed to address some of the critical capital-related public transit needs throughout Georgia. Existing public transit operators that are government units such as local, regional, and state

STATE ROAD AND TOLLWAY AUTHORITY

NOTES TO THE FINANCIAL STATEMENT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2023

NOTE 14 – LITIGATION, CONTINGENCIES AND COMMITMENTS (CONTINUED)

government units, including Community Improvement Districts, were all eligible to apply for the GO! Transit Capital Program. These bond funds can only be used for public transit capital projects with a useful life of at least 10 years, allowing the Authority to have legally sufficient ownership interest, and be operated by an existing public transit operator. During fiscal year 2016, the Authority worked with the Georgia Regional Transportation Authority (GRTA) to establish an application process and administer the \$75.0 million transit bond program. Eleven awards were made to nine transit entities across the state of Georgia. During fiscal year 2023, \$8,383,836 was dispersed to awardees.

NOTE 15 – SUBSEQUENT EVENTS

In July 2020, the Authority became a member of the E-ZPass® Interagency Group, which is the largest multi-state electronic tolling system, serving 19 states and 43 tolling systems. SRTA implemented the system functionality to become interoperable with the eight states in the E-ZPass® network in July 2023 and will be fully interoperable with the E-ZPass® network by December 31, 2023.

The window for the eleventh (11th) round of GTIB applications was opened on November 1, 2023, and applications will be accepted by the Authority through January 25, 2024. Awards are expected to occur in the spring of 2024 and will be a combination of loans and grants. The amount of awards available for this round will be up to \$15,000,000.



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**REQUIRED SUPPLEMENTARY INFORMATION**

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STATE ROAD AND TOLLWAY AUTHORITY

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY  
 EMPLOYEES' RETIREMENT SYSTEM OF GEORGIA  
 FOR THE YEAR ENDED JUNE 30, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015
Authority's proportion of the net pension liability	0.238501%	0.248509%	0.270664%	0.257580%	0.238991%	0.229695%	0.243532%	0.140406%	0.143948%
Authority's proportionate share of net pension liability	\$ 15,928,206	\$ 5,812,387	\$ 11,408,371	\$ 10,629,119	\$ 9,824,999	\$ 9,328,683	\$ 11,520,087	\$ 5,688,406	\$ 5,398,940
Authority's covered-employee payroll	6,399,967	6,534,673	7,423,558	7,040,308	6,548,444	6,014,727	3,451,110	3,413,651	3,489,093
Authority's proportionate share of the net pension liability as a percentage of its covered-employee payroll	248.88%	88.95%	153.68%	150.98%	150.04%	155.10%	333.81%	166.64%	154.74%
Plan fiduciary net position as a percentage of the total pension liability	67.44%	87.62%	76.21%	76.74%	76.68%	76.33%	72.34%	76.20%	77.99%

Note: Schedule is intended to show information for the last 10 fiscal years  
 Additional years will be displayed as they become available

STATE ROAD AND TOLLWAY AUTHORITY

SCHEDULE OF CONTRIBUTIONS  
 EMPLOYEES' RETIREMENT SYSTEM OF GEORGIA  
 FOR THE YEAR ENDED JUNE 30, 2023

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Statutorily required contribution	\$ 2,020,822	\$ 1,490,116	\$ 1,468,948	\$ 1,682,855	\$ 1,608,919	\$ 1,512,384	\$ 1,397,816	\$ 808,022	\$ 704,959	\$ 598,341
Contributions in relation to the statutorily required contribution	2,020,822	1,490,116	1,468,948	1,682,855	1,608,919	1,512,384	1,397,816	808,022	704,959	598,341
Contribution deficiency (excess)	-	-	-	-	-	-	-	-	-	-
Covered employee payroll	7,262,303	6,399,967	6,534,673	7,423,558	7,040,308	6,548,444	6,014,727	3,451,110	3,413,651	3,489,093
Contributions as a percentage of covered employee payroll	27.83%	23.28%	22.48%	22.67%	22.85%	23.10%	23.24%	23.41%	20.65%	17.15%

Note: Schedule is intended to show information for the last 10 fiscal years.  
 Additional years will be displayed as they become available.

## STATE ROAD AND TOLLWAY AUTHORITY

### NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION - METHODS AND ASSUMPTIONS FOR THE YEAR ENDED JUNE 30, 2023

#### EMPLOYEES' RETIREMENT SYSTEM

##### *Changes of assumptions:*

On December 17, 2015, the Board adopted recommended changes to the economic and demographic assumptions utilized by the System. Primary among the changes were the updates to rates of mortality, retirement, disability, withdrawal, and salary increases. The expectation of retired life mortality was changed from the RP-2000 Mortality Tables to the RP-2000 Combined Mortality Table projected to 2025 with projection scale BB (set forward 2 years for both males and females).

A new funding policy was initially adopted by the Board on March 15, 2018, and most recently amended on June 18, 2020. Because of this new funding policy, the assumed investment rate of return was reduced from 7.50% to 7.40% for the June 30, 2017 actuarial valuation and further reduced from 7.40% to 7.30% for the June 30, 2018 actuarial valuation.

On December 17, 2020, the Board adopted recommended changes to the economic and demographic assumptions utilized by the System based on the experience study prepared for the five-year period ending June 30, 2019. Primary among the changes were the updates to rates of mortality, retirement, withdrawal, and salary increases. This also included a change to the long-term assumed investment rate of return to 7.00%. These assumption changes are reflected in the calculation of the June 30, 2021 Total Pension Liability.

On April 21, 2022, the Board adopted a new funding policy which, in part, provides that the Actuarial Accrued Liability and Normal Cost of the System will include a prefunded variable Cost-of-Living Adjustment (COLA) for eligible retirees and beneficiaries of the System. Under the new policy, future COLAs are provided through a profit-sharing mechanism using the System's asset performance. After studying the parameters of this new policy, the assumption for future COLAs was set at 1.05%. Previously, no future COLAs were assumed. In addition, the funding policy set the assumed rate of return at 7.20% for the June 30, 2021 valuation and established a new Transitional Unfunded Actuarial Accrued Liability as of June 30, 2021 which will be amortized over a closed 20-year period.

STATE ROAD AND TOLLWAY AUTHORITY

SCHEDULE OF PROPORTIONATE SHARE OF THE NET OPEB LIABILITY  
STATE OPEB FUND  
FOR THE YEAR ENDED JUNE 30, 2023

	2023	2022	2021	2020	2019	2018
Authority's proportion of the collective net OPEB liability	0.299138%	0.299545%	0.268979%	0.254316%	0.228825%	0.212634%
Authority's proportionate share of the net OPEB liability	\$ 1,344,080	\$ 823,316	\$ 3,027,084	\$ 3,156,868	\$ 5,985,117	\$ 8,663,146
Authority's covered-employee payroll for the measurement period	6,718,644	6,534,481	7,399,219	7,040,308	6,548,444	5,961,670
Authority's proportionate share of the net OPEB liability as a percentage of its covered payroll	20.01%	12.60%	40.91%	44.84%	91.40%	145.31%
Plan fiduciary net position as a percentage of the net OPEB liability	80.03%	87.58%	59.71%	56.57%	31.48%	17.34%

Note: Schedule is intended to show information for the last 10 fiscal years  
Additional years will be displayed as they become available.

STATE ROAD AND TOLLWAY AUTHORITY

SCHEDULE OF CONTRIBUTIONS  
STATE OPEB FUND  
FOR THE YEAR ENDED JUNE 30, 2023

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Statutorily required contribution	\$ 472,512	\$ 483,686	\$ 454,468	\$ 404,784	\$ 1,359,758	\$ 1,147,728
Contributions in relation to the statutorily required contribution	472,512	483,686	454,468	404,784	1,359,758	1,147,728
Contribution deficiency (excess)	-	-	-	-	-	-
State's covered payroll	7,349,481	6,718,644	6,534,481	7,399,219	7,040,308	6,548,444
Contributions as a percentage of covered-employee payroll	6.43%	7.20%	6.95%	5.47%	19.31%	17.53%

Note: Schedule is intended to show information for the last 10 fiscal years.  
Additional years will be displayed as they become available.

**STATE ROAD AND TOLLWAY AUTHORITY**

**SCHEDULE OF PROPORTIONATE SHARE OF THE NET SEAD OPEB LIABILITY  
STATE SEAD-OPEB FUND  
FOR THE YEAR ENDED JUNE 30, 2023**

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Authority's proportion of the net OPEB liability (asset)	0.183970%	0.177499%	0.212293%	0.197387%	0.178996%	0.196848%
Authority's proportionate share of the net OPEB liability (asset)	\$ (676,250)	\$ (1,093,085)	\$ (602,950)	\$ (558,141)	\$ (484,446)	\$ (511,618)
Authority's covered-employee payroll for the measurement period	1,884,417	1,924,086	2,529,568	2,517,615	2,477,963	2,866,622
Authority's proportionate share of the net OPEB liability (asset) as a percentage of its covered payroll	(35.89%)	(56.81%)	(23.84%)	(22.17%)	(19.55%)	(17.85%)
Plan fiduciary net position as a percentage of the net OPEB liability	138.03%	164.76%	129.20%	129.73%	129.46%	130.17%

Note: Schedule is intended to show information for the last 10 fiscal years  
Additional years will be displayed as they become available.

## STATE ROAD AND TOLLWAY AUTHORITY

### NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION - METHODS AND ASSUMPTIONS FOR THE YEAR ENDED JUNE 30, 2023

#### State OPEB Fund

**Changes of benefit terms:** There have been no changes in benefit terms.

**Changes in assumptions:**

- June 30, 2020 valuation: Decremental assumptions were changed to reflect the Employees' Retirement Systems experience study.
- June 30, 2019 valuation: The inflation assumption was lowered from 2.75% to 2.50% in anticipation of the upcoming ERS Experience Study. Additionally, decremental assumptions were changed to reflect the Teachers Retirement Systems experience study. Approximately 6.0% of employees are members of the Teachers Retirement System.
- June 30, 2017 valuation: The participation assumption, tobacco use assumption and morbidity factors were revised.
- June 30, 2015 valuation: Decremental and underlying inflation assumptions were changed to reflect the Retirement Systems' experience studies.
- June 30, 2012 valuation: A data audit was performed and data collection procedures and assumptions were changed.
- The discount rate was updated from 3.09% as of June 30, 2016 to 3.60% as of June 30, 2017; to 5.22% as of June 30, 2018; to 7.30% as of June 30, 2019; to 7.06% as of June 30, 2020; and to 7.00% as of June 30, 2021.

#### SEAD-OPEB

**Changes of assumptions:**

On December 17, 2015, the Board of Trustees adopted recommended changes to the economic and demographic assumptions utilized by the Plan. Primary among the changes were the updates to rates of mortality, retirement, disability, withdrawal and salary increases. The expectation of retired life mortality was changed to the RP-2000 Combined Mortality Table projected to 2025 with projection scale BB (set forward 2 years for both males and females).

A new funding policy was initially adopted by the Board on March 15, 2018. Because of this new funding policy, the assumed investment rate of return was reduced from 7.50% to 7.40% for the June 30, 2017 actuarial valuation and further reduced from 7.40% to 7.30% for the June 30, 2018 actuarial valuation.

On December 17, 2020, the Board adopted recommended changes to the economic and demographic assumptions utilized by the Systems based on the experience study prepared for the five-year period ending June 30, 2019. Primary among the changes were the updates to rates of mortality, retirement, withdrawal, and salary increases. This also included a change to the long-term assumed investment rate of return to 7.00%. These assumption changes are reflected in the calculation of the June 30, 2021 Total OPEB Liability.



# **COMPLIANCE SECTION**



**INDEPENDENT AUDITOR'S 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**

The Honorable Brian P. Kemp, Governor of Georgia  
Members of the General Assembly of the State of Georgia  
Members of the Board of Directors of the State Road and Tollway Authority  
and  
Ms. Jannine Miller, Executive Director

We have audited the financial statements of the governmental activities, business-type activities, and each major fund of the State Road and Tollway Authority (Authority), a component unit of the State of Georgia, as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated December 27, 2023. We conducted our audit in accordance with the 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.

### **Report on Internal Control Over Financial Reporting**

In planning and performing our audit 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 opinions on the basic 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 Authority'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 audit 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 audit, 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 Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Greg S. Griffin". The signature is written in a cursive, flowing style.

Greg S. Griffin  
State Auditor

December 27, 2023