



KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

A COMPONENT UNIT OF
THE COMMONWEALTH OF KENTUCKY

FRANKFORT, KENTUCKY

FOR THE YEARS ENDED JUNE 30, 2025 AND 2024



ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE YEARS ENDED JUNE 30, 2025 AND 2024



KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY
A Component Unit of the Commonwealth of Kentucky

Prepared By:

Amanda Spencer
Innovative Finance Manager

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

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INTRODUCTORY SECTION





Andy Beshear
Governor



Jim Gray
Secretary

October 29, 2025

To the Members and Bondholders of the
Kentucky Public Transportation Infrastructure
Authority and Citizens of the
Commonwealth of Kentucky
Frankfort, Kentucky

We are pleased to submit the Annual Comprehensive Financial Report (ACFR) of the Kentucky Public Transportation Infrastructure Authority (the Authority, KPTIA) for the year ended June 30, 2025. The purpose of the report is to provide members, management, bondholders, the public, the Commonwealth of Kentucky, and other interested parties with detailed information reflecting the Authority’s financial condition.

The Report

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. The objective of internal control is to provide reasonable, rather than absolute, assurance that the financial statements are free from material misstatement.

The Authority’s auditors have issued an unmodified opinion on the Authority’s financial statements for the years ended June 30, 2025 and 2024. The independent auditor’s report is located at the front of the financial section of this report.

Management’s Discussion and Analysis (MD&A) immediately follows the independent auditor’s report and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this letter and should be read in conjunction with it.

Profile of the Authority

The Authority is an independent de jure municipal corporation and political subdivision of the Commonwealth of Kentucky (the Commonwealth). The Authority was established in 2009 by the Extraordinary Session of the General Assembly through the enactment of Kentucky Revised Statutes (KRS) Chapter 175B, as amended, to review, approve, and monitor certain significant transportation projects within the Commonwealth and between the Commonwealth and the State of Indiana and, if necessary, to assist with the operation, financing, and management of those projects. The Authority currently oversees one project, The Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP). The LSIORBP is divided into two crossings, the Downtown Crossing and the East End Crossing. Both the Downtown Crossing and the East End Crossing are complete and open to traffic. Tolling began on December 30, 2016.

The Authority is authorized by KRS 175B to hire employees, but has not yet chosen to do so. KRS 175B also specifies that the Authority is administratively attached to the Kentucky Transportation Cabinet (KYTC). As such, the Authority relies upon administrative and financial support from KYTC. KYTC has assigned the Staff Attorney Manager/Assistant General Council with the task of ensuring that the Authority receives sufficient budgetary and administrative support to carry out its functions.

A variety of KYTC staff provide support on an as needed basis, including Procurement and Contracting, Budgeting, Accounting, Legal Services, Engineering, and Environmental Analysis. These staff services are augmented when necessary through contracting arrangements initiated by KYTC on behalf of the Authority. Currently, the Authority has contracts in place for financial reporting services, and general counsel legal services.

Additionally, KRS 175B assigns the Finance and Administration Cabinet's Office of Financial Management (OFM) with providing advice to the Authority. Staff from OFM were instrumental in structuring and executing the December 2013 Toll Revenue Bond and Toll Revenue Bond Anticipation Note sale, as well as the TIFIA loan.

Economic Condition and Outlook

Economic growth moderated over the course of the year, influenced by tighter monetary policy and elevated inflation, which continued to weigh on overall activity. Inflation trended lower through 2024 and into the first half of calendar year 2025, though progress has been uneven and inflation remains above long-term targets. While the likelihood of a near-term recession has declined, uncertainty around travel behavior remains a key consideration for the Authority. As such, shifts in economic activity and travel demand may continue to affect the Authority's operating results in the short term.

LSIORBP Structure

The Joint Board is charged with the administration of the LSIORBP. The Joint Board is composed of the chairperson of the Authority, the Public Finance Director of the State of Indiana, the Secretary of KYTC, and the Commissioner of the Indiana Department of Transportation. The Tolling Body is responsible for adopting toll rates and toll policy for the LSIORBP. The Tolling Body is made up of the Joint Board and one additional representative from both the Authority and the IFA.

In 2013, INDOT, IFA, the Authority, and KYTC entered into the Development Agreement, which describes the LSIORBP responsibilities and sets forth the flow of funds. Toll revenues are allocated equally between the Authority and the IFA. The Toll Rate Resolution passed by the Tolling Body contains rate covenant provisions requiring that the tolls generated will be sufficient to pay project costs, meet debt service requirements, and create reserves as required by the Bond Indenture.

KYTC, INDOT, IFA, and the Authority are working in partnership, represented by the Joint Board to oversee the operations and maintenance of RiverLink, the toll system for the LSIORBP. The IFA, on behalf of the Joint Board, originally signed a contract in May 2015 with Kapsch TrafficCom to design, construct, integrate, test, operate, and maintain the all-electronic toll system that will collect tolls on all three river crossings. As of September 1, 2023, the services previously provided by Kapsch TrafficCom have transitioned to Quarterhill Inc. (formerly known as Electronic Transaction Consultants LLC), which now operates and maintains RiverLink. KYTC, on behalf of the Joint Board, executed a contract with KPMG to serve as Revenue Control Manager in February 2015. The Revenue Control Manager is responsible for coordinating and overseeing the timely and accurate collection and division of toll revenues between the states. The IFA on behalf the Joint Board executed a contract with HNTB to serve as the Toll Services Advisor. HNTB is responsible for advising the states on tolling matters, and overseeing the work of Quarterhill, Inc. The IFA also procured a Custodian, on behalf of the Joint Board, to hold toll revenue on behalf of the Authority and the IFA, prior to it being split between the states. The Joint Board authorized KYTC, to procure C2 Communications on its half to act as RiverLink's public relation, marketing, and communications firm to assist with tolling. All contracts are administered by both states.

More detailed information about the LSIORBP can be obtained at the project website www.kyinbridges.com.

Major Initiatives

The Authority's current major initiative consists of monitoring RiverLink and maintaining its financial and reporting obligations to bond holders as outlined in the Bond Indenture.

The Authority is working through its financial advisory firm to update the investment grade traffic and revenue study taking into consideration current toll policy and traffic conditions.

The preparation of this report on a timely basis was made possible by the dedicated service of the entire staff of KYTC. We would also like to express sincere appreciation to all employees who contributed to its preparation.

Respectfully submitted,

Amanda Spencer
Innovative Finance Manager

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

2025 AUTHORITY MEMBERS

Secretary Jim Gray

Deputy Secretary Geri Grigsby

John "Bill" Bartleman

Jack Whifield

Thomas Guidugli

Jordan Lanham

William Mitchell Boggs

Marcie Matthews

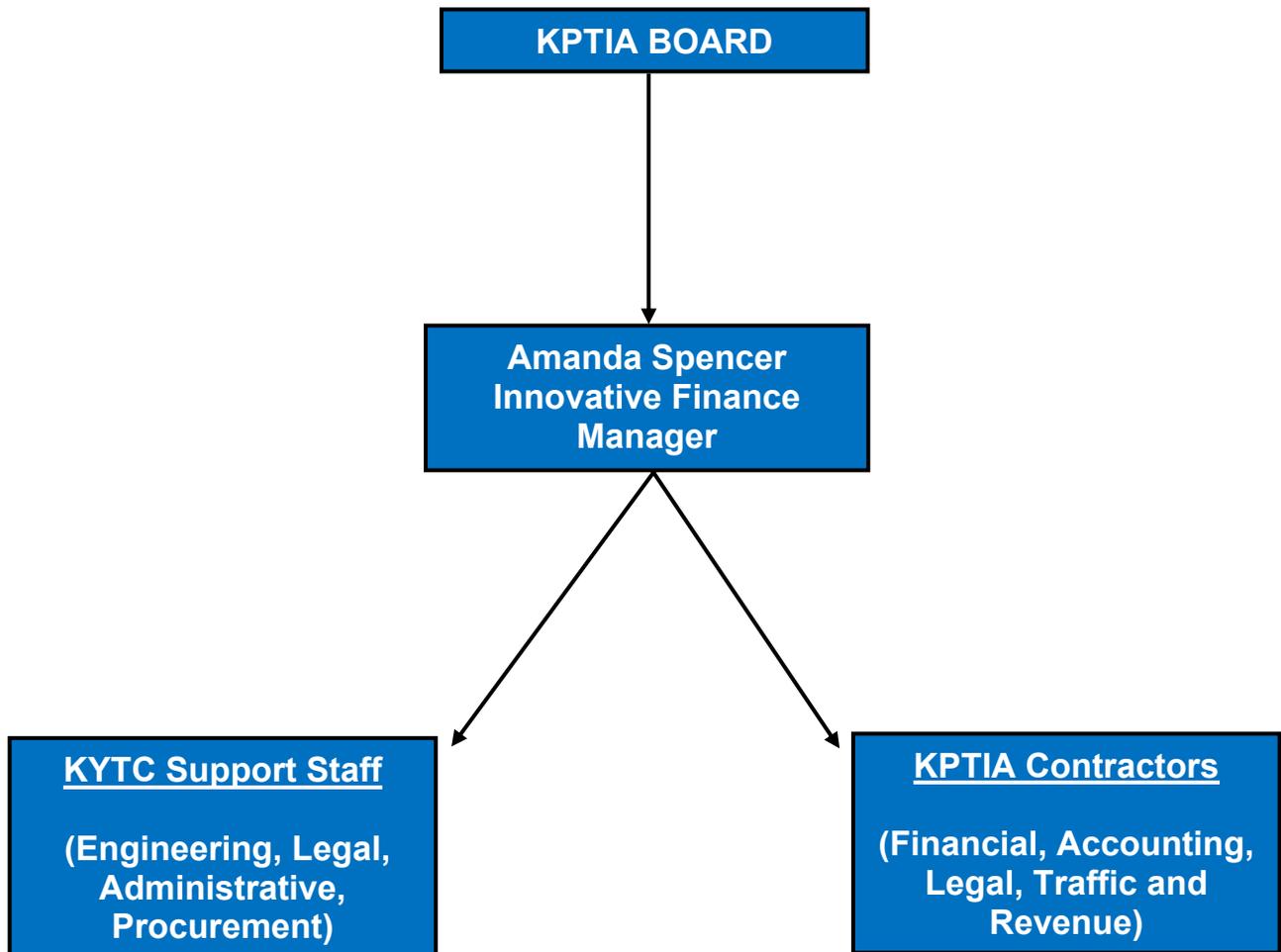
Timothy Akins

Leslie Combs

Russell Romine

**KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE
AUTHORITY KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE
AUTHORITY**

ORGANIZATIONAL CHART





FINANCIAL SECTION



INDEPENDENT AUDITOR'S REPORT

Jim Gray, Chairman
Board of Directors
Kentucky Public Transportation Infrastructure Authority
Frankfort, Kentucky

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

We have audited the financial statements of the Kentucky Public Transportation Infrastructure Authority (the Authority), a component unit of the Commonwealth of Kentucky, as of and for the years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2025 and 2024, and the changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 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 opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 9 – 14, and information about infrastructure assets using the modified approach on pages 32 – 34, 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 Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

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

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 29, 2025 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.



Crowe LLP

Louisville, Kentucky
October 29, 2025

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 and 2024

The management of the Kentucky Public Transportation Infrastructure Authority (the Authority), a discretely presented component unit of the Commonwealth of Kentucky, offers the readers of the Authority's financial statements this narrative overview and analysis of the financial performance of the Authority for the fiscal years ended June 30, 2025 and 2024. We encourage readers to read it in conjunction with the Authority's financial statements and the accompanying notes.

The Authority is an independent de jure municipal corporation and political subdivision of the Commonwealth of Kentucky (the Commonwealth). The Authority was established in 2009 by the Extraordinary Session of the General Assembly through the enactment of Kentucky Revised Statutes (KRS) Chapter 175B, as amended, to review, approve, and monitor certain significant transportation projects within the Commonwealth and between the Commonwealth and neighboring states and, if necessary, to assist with the operation, financing, and management of those projects. Projects are developed through the approval of financial plans. The Authority is authorized to construct, reconstruct, operate, finance and manage highway projects that are either part of the designated federal interstate system or built to the standards of the interstate system that would be designated as a mega-project by the Federal Highway Administration. The Authority is also authorized to construct, reconstruct, operate, finance, and manage any project which is a fully or partially controlled highway or section of such a highway not designated as part of or built to the standards of the federal highway system, that exceeds \$100 million dollars in total costs.

The Authority, the Kentucky Transportation Cabinet (KYTC), the Indiana Department of Transportation (INDOT), the Indiana Finance Authority (IFA), and the Louisville and Southern Indiana Bridges Authority (LSIBA) entered into a legal agreement in October 2012 known as the "Bi-State Development Agreement" which governs The Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP). The project consists of the construction of the East End Bridge and highway connections that complete an outer loop around the greater Louisville area and continuing north of the Ohio River to connect to Interstate 65; a Downtown Crossing including a new I-65 bridge for northbound traffic; a revamped John F. Kennedy Memorial Bridge for southbound traffic, and rebuilding of the downtown interchange on both sides of the Ohio River. Kentucky was responsible for financing, reconstruction and operational improvements of the Downtown Crossing Bridges; and Indiana is responsible for financing and constructing the East End Crossing.

More detailed information about the LSIORBP can be obtained at the project website www.kyinbridges.com.

The Authority is authorized pursuant to Part I, A., 4., (16) of Kentucky House Bill 2 of the 2012 Extraordinary Session of the General Assembly to participate as the developing and issuing authority as described in KRS 175B.025 in the development, construction, financing, and operation and maintenance of the LSIORBP.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 and 2024

FINANCIAL HIGHLIGHTS

- Investments increased from \$160,615,132 to \$181,799,714 in 2025 and increased from \$143,499,485 to \$160,615,132 in 2024.
- Cash collections from tolling activities decreased from \$73,638,880 to \$73,108,242 in 2025 and increased from \$70,003,564 to \$73,638,880 in 2024.

OVERVIEW OF THE FINANCIAL STATEMENTS

This financial report consists of four parts: Management's Discussion and Analysis (this section), the basic financial statements, the accompanying notes to the financial statements, and the required supplementary information. The Authority follows enterprise fund reporting; accordingly, the financial statements are presented using the economic resources measurement focus and the accrual basis of accounting. Enterprise fund statements offer short and long-term financial information about the activities and operations of the Authority. These statements are presented in a manner similar to those of a private business.

The statements of net position presents information on all of the Authority's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The statements of revenues, expenses and changes in net position present information showing how the Authority's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

The statements of cash flows provides relevant information about the cash receipts and cash payments of the Authority during the fiscal year. The statement should help users assess the Authority's ability to generate future net cash flows, meet future obligations as they become due, the Authority's need for future external financing, the reasons for differences in operating and related cash receipts and cash payments, and the effects on financial position of cash and non-cash investing, capital, non-capital and financing activities.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements. The notes to the financial statements can be found on pages 18 through 31.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 and 2024

FINANCIAL ANALYSIS OF THE AUTHORITY

Condensed Financial Information Statements of Net Position As of June 30

	2025	% Increase (Decrease)	2024	% Increase (Decrease)	2023
Assets:					
Other current assets	\$ 35,902,016	24%	\$ 29,044,330	166%	\$ 10,931,276
Investments - restricted	181,799,714	13%	160,615,132	12%	143,499,485
Net capital assets	<u>1,118,541,491</u>	0%	<u>1,118,433,617</u>	1%	<u>1,112,707,430</u>
Total current assets	<u>1,336,243,221</u>	2%	<u>1,308,093,079</u>	3%	<u>1,267,138,191</u>
Noncurrent assets	4,709,939	-3%	4,877,652	-3%	5,045,365
Deferred outflows	<u>19,142,872</u>	-3%	<u>19,824,518</u>	-3%	<u>20,506,163</u>
Total assets and deferred outflows	<u>1,360,096,032</u>	2%	<u>1,332,795,249</u>	3%	<u>1,292,689,719</u>
Liabilities:					
Current liabilities	28,488,365	1%	28,294,544	18%	24,022,595
Long-term debt	<u>777,581,292</u>	0%	<u>778,495,848</u>	0%	<u>779,228,033</u>
Total liabilities	<u>806,069,657</u>	0%	<u>806,790,392</u>	0%	<u>803,250,628</u>
Net position:					
Net investment in capital assets	452,054,898	-2%	460,595,679	3%	447,506,844
Restricted net position	171,663,557	27%	135,092,815	20%	112,364,525
Unrestricted net position (deficit)	<u>(69,692,080)</u>	0%	<u>(69,683,637)</u>	-1%	<u>(70,432,278)</u>
Total net position	<u>\$ 554,026,375</u>	5%	<u>\$ 526,004,857</u>	7%	<u>\$ 489,439,091</u>

Total assets consist primarily of cash and cash equivalents, accounts receivable, investments, and capital assets.

During 2025, the Authority's total investments increased approximately \$21,000,000 from continued debt principal and interest payments offset by increased tolling receipts.

Total liabilities primarily consist of current and non-current portions of revenue bonds, the TIFIA Loan, revenue bond anticipation notes payable and related accrued interest thereon.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 and 2024

Condensed Financial Information Statements of Revenues, Expenses, and Changes in Net Position For the Fiscal Years Ended June 30

	2025	% Increase (Decrease)	2024	% Increase (Decrease)	2023
Operating revenues	\$ 79,638,230	5%	\$ 75,658,944	7%	\$ 70,939,287
Operating expenses	<u>25,850,368</u>	79%	<u>14,421,475</u>	4%	<u>13,838,890</u>
Operating income	53,787,862	-12%	61,237,469	7%	57,100,397
Nonoperating revenues (expenses):					
Interest earned on investments	7,498,698	7%	6,992,346	81%	3,862,800
Interest expense	(33,519,203)	0%	(33,585,869)	7%	(31,473,595)
Intergovernmental revenues	146,287	-52%	302,463	7%	281,868
Total nonoperating revenues (expenses)	<u>(25,874,218)</u>	(2)%	<u>(26,291,060)</u>	-4%	<u>(27,328,927)</u>
Change in net position before contributed capital	<u>27,913,644</u>		<u>34,946,409</u>		<u>29,771,470</u>
Contributed capital from KYTC	<u>107,874</u>	-93%	<u>1,619,357</u>	1128%	<u>131,879</u>
Change in net position	28,021,518	-23%	36,565,766	22%	29,903,349
Net position, beginning of year	<u>526,004,857</u>	7%	<u>489,439,091</u>	7%	<u>459,535,742</u>
Net position, end of year	<u>\$ 554,026,375</u>	5%	<u>\$ 526,004,857</u>	7%	<u>\$ 489,439,091</u>

Operating revenues primarily consist of tolls, but also include administrative fees and fines for nonpayment of tolls and other miscellaneous deposits.

Operating expenses currently consist primarily of KYTC staff salaries and benefits for certain employees assigned to the Authority, vehicle usage, professional services, and board meeting expenses, such as transcription services and member travel expenses in addition to maintenance and operation of the roadway.

Nonoperating revenues and expenses consist of income from investments, net changes in the fair market value of investments, bond issuance costs, and contributed capital from KYTC. Contributed capital from KYTC represents capitalized expenses paid for the LSIORBP by KYTC that were contributed to the Authority, as the developing authority for the LSIORBP along with contributions of infrastructure.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 and 2024

LONG-TERM DEBT

At June 30, 2025, the Authority had \$778,945,369 in bonds and notes payable outstanding, net of unamortized premiums and discounts, which is a decrease from \$779,703,242 as of June 30, 2024 and a decrease from \$788,663,888 as of June 30, 2023. The changes in 2025 and 2024 are a result of the amortization of bond discounts offset by principal payments made, as well as the bond refunding transaction described below.

On October 7, 2021, KPTIA issued \$150,740,000 Series 2021A Federally Taxable Bonds and \$34,560,000 Series 2021B Tax-Exempt Bonds, \$185,300,000 in aggregate.

The 2021 A & B Bonds were issued to refund all \$174.9 million outstanding Series 2013A Bonds and \$4.7 million of the outstanding Series 2013B Bonds, \$179.6 million in aggregate ("Target 2013 Bonds"). The transaction consists of (1) offer the existing bondholders to tender and exchange the Target 2013 Bonds and issue the 2021B Bonds as a result and (2) advance refund any untendered and unexchanged Target 2013 Bonds by issuing the 2021A Bonds. The refunding resulted in \$84.5 million in gross savings and \$58.5 million in net present value savings – yielding 32% net present value savings of the refunded bonds.

All 2021 A & B Bonds are insured by Assured Guaranty Municipal Corp (AMG). The existing First Tier Debt Service Reserve Fund was replaced by a surety policy provided by AGM, and the released cash was used to pay for issuance costs, costs related to purchase tendered bonds, tolling system capital costs, and a portion of the advance refunding escrow securities.

Bond Ratings. The Authority's first tier toll revenue bonds and third tier TIFIA loan/subordinate tier bond anticipation notes debt rating is BBB from Fitch.

The Authority's outstanding debt at June 30:

	2025	% Increase (Decrease)	2024	% Increase (Decrease)	2023
First tier toll revenue bonds	\$ 336,080,000	0%	\$ 336,295,000	-2%	\$ 344,685,000
TIFIA loan	441,760,542	0%	442,757,647	0%	443,803,500
Unamortized premiums	4,467,615	-3%	4,626,698	0%	4,785,783
Unamortized discounts	<u>(3,362,788)</u>	-15%	<u>(3,976,103)</u>	-14%	<u>(4,610,395)</u>
Total	<u>\$ 778,945,369</u>	0%	<u>\$ 779,703,242</u>	-1%	<u>\$ 788,663,888</u>

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 and 2024

CAPITAL ASSETS

During the year ended June 30, 2015, the Authority received ownership of the existing Kennedy Bridge and interchanges, right of ways, and easements as a result the recording of a deed of conveyance on June 2, 2015. Upon conveyance, the existing Kennedy Bridge and interchanges were contributed to the Authority and reported by the Authority as infrastructure. The Required Supplementary Information (RSI) for the existing Kennedy Bridge and interchanges is reported by the Authority for the current period.

For financial reporting purposes the Authority has elected to utilize the "Modified Approach" for reporting infrastructure assets as defined in GASB (Government Accounting Standards Board) Statement Number 34 "*Basic Financial Statements-and Management's Discussion and Analysis-for State and Local Governments.*" Under this alternative method of financial reporting the Authority expenses certain maintenance and preservation costs and will not report depreciation expense. GASB 34 requires infrastructure assets being reported under the modified approach to present certain information on the preservation and maintenance, including, assessed condition levels, of those assets to be included in RSI. See the RSI included after the notes to the financial statements. Our overall maintenance condition rating is consistent from year to year.

Upon project termination of the LSIORBP, currently scheduled for December 2053, in accordance with the Bi-State Development Agreement, Indiana and the Commonwealth, through the Authority, will exchange values for portions of sections three and four, as identified in the Bi-State Development Agreement, of the LSIORBP, where one state is currently working and recording construction in progress on the other state's land, which will eventually be the maintenance responsibility of the home state.

Further information on capital asset activity can be found in Note 6 to the financial statements.

ECONOMIC CONDITIONS AND OUTLOOK

Economic growth moderated over the course of the year, influenced by tighter monetary policy and elevated inflation, which continued to weigh on overall activity. Inflation trended lower through 2024 and into the first half of calendar year 2025, though progress has been uneven and inflation remains above long-term targets. While the likelihood of a near-term recession has declined, uncertainty around travel behavior remains a key consideration for the Authority. As such, shifts in economic activity and travel demand may continue to affect the Authority's operating results in the short term.

CONTACTING THE AUTHORITY'S FINANCIAL MANAGEMENT

This financial report is designed to provide our customers, legislators, citizens, taxpayers, and federal government officials, as well as, investors and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives. If you have questions about this report or need additional financial information, contact Kentucky Public Transportation Infrastructure Authority ATTN: Amanda Spencer, 200 Mero Street, Frankfort, Kentucky, 40622.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATEMENTS OF NET POSITION JUNE 30, 2025 and 2024

	2025	2024
Assets:		
Current assets:		
Cash and cash equivalents	\$ 10,013,174	\$ 10,242,863
Investments - restricted	181,799,714	160,615,132
Accounts receivable - restricted	25,888,842	18,801,467
Total current assets	217,701,730	189,659,462
Noncurrent assets:		
Prepaid Insurance	4,709,939	4,877,652
Capital assets:		
Right-of-way easements	66,571,950	66,571,950
Infrastructure	1,051,969,541	1,051,861,667
Total capital assets	1,118,541,491	1,118,433,617
Deferred outflows:		
Deferred outflows on debt refunding	19,142,872	19,824,518
Total assets and deferred outflows	1,360,096,032	1,332,795,249
Liabilities:		
Current liabilities:		
Payable from restricted assets:		
Due to KYTC	4,676,619	5,152,651
Unearned revenue	6,368,119	5,791,253
Accounts payable	39,825	59,531
Accrued interest payable	16,039,725	16,083,715
Current portion of long-term debt	1,364,077	1,207,394
Total current liabilities	28,488,365	28,294,544
Long term debt, net	777,581,292	778,495,848
Total liabilities	806,069,657	806,790,392
Net position:		
Net investment in capital assets	452,054,898	460,595,679
Restricted - debt service and reserves	171,663,557	135,092,815
Unrestricted (deficit)	(69,692,080)	(69,683,637)
Total net position	\$ 554,026,375	\$ 526,004,857

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

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION YEARS ENDED JUNE 30, 2025 and 2024

	2025	2024
Operating revenues:		
Tolls, net	\$ 69,437,406	\$ 66,173,937
Fees, net	10,200,824	9,485,007
Total operating revenue	79,638,230	75,658,944
Operating expenses:		
Roadway operations and maintenance	9,898,056	5,881,092
Toll operations and maintenance	15,188,861	7,840,565
General administration	763,451	699,818
Total operating expenses	25,850,368	14,421,475
Operating income	53,787,862	61,237,469
Nonoperating revenues (expenses):		
Interest earned on investments	7,498,698	6,992,346
Interest expense	(33,519,203)	(33,585,869)
Intergovernmental revenues	146,287	302,463
Total nonoperating revenues (expenses)	(25,874,218)	(26,291,060)
Change in net position before contributed capital	27,913,644	34,946,409
Contributed capital from KYTC	107,874	1,619,357
Change in net position	28,021,518	36,565,766
Net position, beginning of year	526,004,857	489,439,091
Net position, end of year	\$ 554,026,375	\$ 526,004,857

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

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATEMENTS OF CASH FLOWS YEARS ENDED JUNE 30, 2025 and 2024

	2025	2024
Operating activities:		
Receipts from patrons	\$ 73,127,948	\$ 73,638,880
Payments to service providers	(26,200,046)	(12,079,941)
Net cash flows from operating activities	46,927,902	61,558,939
Capital and related financing activities:		
Principal paid on capital debt	(1,212,105)	(9,435,853)
Interest paid on long-term debt outstanding	(32,259,602)	(27,650,091)
Acquisition and construction of capital assets	-0-	(4,106,830)
Net cash flows from capital and related financing activities	(33,471,707)	(41,192,774)
Investing activities:		
Purchase of investments	(162,133,619)	(168,339,482)
Proceeds from sales and maturities of investments	140,949,037	151,223,834
Interest received	7,498,698	6,992,346
Net cash flows from investing activities	(13,685,884)	(10,123,302)
Net change in cash and cash equivalents	(229,689)	10,242,863
Cash and cash equivalents, beginning of year	10,242,863	-0-
Cash and cash equivalents, end of year	\$ 10,013,174	\$ 10,242,863
Reconciliation of operating income to net cash flows from operating activities:		
Operating income	\$ 53,787,862	\$ 61,237,469
Adjustments to reconcile operating income to net cash flows from operating activities:		
Intergovernmental revenue for operating expenses	146,287	302,463
Changes in assets and liabilities		
Accounts receivable	(7,087,375)	(7,870,191)
Accounts payable	(19,706)	59,531
Unearned revenue	576,866	5,791,253
Amounts due to KYTC	(476,032)	2,038,414
Net cash flows from operating activities	\$ 46,927,902	\$ 61,558,939
Supplemental schedule of noncash capital and related financing activities:		
Infrastructure contributed as capital from KYTC	\$ 107,874	\$ 1,619,357

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

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

1. DESCRIPTION OF THE ORGANIZATION

The Kentucky Public Transportation Infrastructure Authority (the Authority) is an independent de jure municipal corporation and political subdivision of the Commonwealth. The Authority was established in 2009 by the Commonwealth pursuant to the provisions of Kentucky Revised Statutes (KRS) Chapter 175B, as amended, to review, approve, and monitor certain significant transportation projects within the Commonwealth and between the Commonwealth and the State of Indiana and, if necessary, to assist with the operation, financing, and management of those projects. The Authority is reported as a discretely presented component unit of the Commonwealth. Financial activities between the Commonwealth and the Authority are related party activities and are disclosed as such. The Authority currently has eleven voting members; Secretary Jim Gray, Deputy Secretary Geri Grigsby, John William Bartleman, Jack Whifield, Thomas Guidugli, Jordan Lanham, William Mitchell Boggs, Marcie Matthews, Timothy Akins, Leslie Combs, and Russell Romine.

The Authority is attached administratively to the Kentucky Transportation Cabinet (KYTC) and relies exclusively on KYTC staff to operate. Currently, the Authority is engaged in overseeing a single project, the Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP), as described below. More information on the Authority can be obtained by visiting their website at <http://transportation.ky.gov/KPTIA>.

The Commonwealth, the Authority, KYTC, the Indiana Department of Transportation, and the Indiana Finance Authority entered into a legal agreement in October 2012 known as the "Bi-State Development Agreement" which governs the LSIORBP. The LSIORBP consists of the construction of the East End Bridge and highway connections that will complete an outer loop around the greater Louisville area and continuing north of the Ohio River to connect to Interstate 65; a Downtown Crossing including a new I-65 bridge for northbound traffic; a revamped John F. Kennedy Memorial Bridge for southbound traffic, and rebuilding of the downtown interchange on both sides of the Ohio River. Kentucky is responsible for financing, reconstruction and operational improvements of the Downtown Crossing Bridges; and Indiana is responsible for financing and constructing the East End Crossing. More detailed information about the LSIORBP Project can be obtained at the project website www.kyinbridges.com.

The Authority is authorized pursuant to Part I, A., 4., (16) of Kentucky House Bill 2 of the 2012 Extraordinary Session of the General Assembly to participate as the developing and issuing authority as described in KRS 175B.025 in the development, construction, financing, and operation and maintenance of the LSIORBP.

The Bi-State Development Agreement and the related Interlocal Agreement create two bi-state bodies, the Joint Board for the LSIORBP (the "Joint Board") and the Tolling Body for the LSIORBP (the "Tolling Body"). The Joint Board is responsible for the bi-state administration of the LSIORBP. It has authorized a number of procurements for bi-state consultants and contractors working on the LSIORBP and approves amendments to the Bi-State Development Agreement as needed. It is made up of the Secretary of KYTC, the Chairperson of the Authority, the Commissioner of the Indiana Department of Transportation, and the Director of the Indiana Finance Authority.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

The Tolling Body is responsible for setting toll rates and toll policy for the LSIORBP. It is made up of the Secretary of KYTC, the Chairperson of the Authority, the Commissioner of the Indiana Department of Transportation, the Director of the Indiana Finance Authority, one additional Authority member, and one member of the Indiana Finance Authority. Through its representation on the Joint Board and the Tolling Body, the Authority ensures toll revenues are sufficient to meet its financial obligations and hires contractors and consultants working on the portions of the LSIORBP which are not otherwise assigned to the State of Indiana or the Commonwealth of Kentucky in the Bi-State Development Agreement.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

This summary of significant accounting policies of the Authority is presented to assist in understanding the Authority's financial statements. The financial statements and notes are representations of the Authority's management who is responsible for their integrity and objectivity. These accounting policies conform to accounting principles generally accepted in the United States of America and have been consistently applied in the preparation of the financial statements.

Measurement Focus, Basis of Accounting and Financial Statement Presentation

The Authority's financial statements are included in the Commonwealth's Comprehensive Annual Financial Report as a discretely presented component unit. The activities of the Authority are accounted for as an enterprise fund. The intent of an enterprise fund is to finance or recover, primarily through user charges, the costs of providing goods and services. An enterprise fund prepares operating statements using the flow of economic resources as its measurement focus. Such operating statements are designed to report events and transactions that increase or decrease an entity's economic resources (i.e., all assets and liabilities). Enterprise fund transactions are accounted for using the accrual basis, under which revenues are recorded when earned, and expenses are recorded when the liabilities are incurred.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

Description of Net Position Classes

Net investment in capital assets - This component of net position consists of capital assets, including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year end, the portion of debt attributable to the unspent proceeds are not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

Restricted - This component of net position consists of constraints placed on the use of net position through external constraints imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation.

Unrestricted - This component of net position consists of the net position that does not meet the definition of "restricted" or "net investment in capital assets."

Cash and Cash Equivalents

Restricted cash and cash equivalents consist of unspent proceeds received from toll activities. The unspent proceeds are restricted for use in accordance with the bond and anticipation notes documents. The Authority held \$10,013,714 of cash and cash equivalents at June 30, 2025 and held 10,242,863 of cash or cash equivalents at June 30, 2024.

Accounts Receivable

Accounts receivable are reported at their net realizable value and represents tolls and fees owned by patrons.

Investments

Investments in marketable securities with readily determinable fair values and all investments in debt securities are reported at their fair values in the statement of net position. Unrealized gains and losses are included in the changes in net position in the accompanying statements of revenues, expenses, and changes in net position. Restricted investments consist of unspent proceeds received from the issuance of bonds described in Note 5 that are invested in U.S. Treasuries. The unspent proceeds are restricted for use in accordance with the bond and anticipation notes documents.

Capital Assets

Capital assets, which include property, plant, equipment, infrastructure assets, and right-of-way easements are reported in the financial statements. Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost if purchased or constructed. Contributed capital assets are recorded at the asset's acquisition value at the time of the contribution.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

Infrastructure assets are not being depreciated, as the Authority has elected to use the modified approach, as defined by GASB 34. As a result, certain maintenance and preservation costs are expensed when incurred. Additions and improvements to infrastructure assets are capitalized when capacity and efficiency have increased.

Deferred Outflow of Resources

A deferred outflow of resources represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until that future time.

A deferred charge on refunding can arise from advance refunding of debt. The difference between the cost of the securities placed in trust for future payment of refunded debt and the net carrying value of that debt is deferred and amortized as a component of interest expense over the shorter of the term of the refunding issue or the original term of the refunded debt. The unamortized amount is reported as a deferred outflow of resources in the financial statements.

Amortization of Bond Discount and Premium

Bond discounts and premiums are amortized on the straight-line method over the life of the bond issue. The results of this method do not materially differ from those that would be obtained by applying the effective interest method.

Operating Revenues and Expenses

Balances classified as operating revenues and expenses are those which comprise the Authority's principal ongoing operations. Other revenues and expenses are classified as nonoperating. Toll revenues are recognized when, after a vehicle passes through a LSIORB tolling point, the vehicle's license plate and registered owner are identified or when a transponder associated with a pre-paid account passes through a tolling point. The Tolling Body sets the toll policy and business rules for the toll system. These documents allow for some reductions to operating revenues. Allowable reductions include a discount of tolls and waiver of fees to incentivize customers to open a pre-paid transponder account. There are also other allowable circumstances in which fees can be waived or reduced for customers. Total allowable reductions for the year's ended June 30, 2025 and 2024 were approximately \$6,335,667 and \$6,654,448, respectively. During the year ended June 30, 2025, the allowance for uncollectible accounts were increased by \$8,710,741 for tolls and increased by \$8,363,206 for fees. During the year ended June 30, 2024, the allowance for uncollectible accounts were increased by \$7,648,133 for tolls and decreased by \$7,346,644 for fees. Operating expenses consist primarily of operations, administrative, maintenance, renewal and replacement costs, and business development and marketing costs. All revenue and expenses not meeting these definitions are recorded as nonoperating revenues and expenses.

Contributed Capital

Contributed capital arises from outside contributions of capital assets, or from grants or outside contributions of resources restricted to capital acquisition and construction.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

Unearned Revenue

Prepaid tolls received from customers are recorded as unearned revenue at the time of receipt. This unearned revenue represents a liability on the statement of net position, reflecting the obligation to provide future tolling services. Revenue from prepaid tolls is recognized as earned when the tolling services are provided.

3. INVESTMENTS

All Authority investments, legally authorized by KRS 175B.075 and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Agreement, are direct obligations of the United States of America or direct federal agency obligations or other similar obligations to the extent that the full faith and credit of the United States of America is pledged for the timely payment thereof. Direct obligations shall include money market mutual funds that invest solely in the obligations referenced above.

All funds are held with the bond trustee, Bank of New York Mellon. At June 30, 2025 and 2024, all investments with the Bank of New York Mellon were in Fidelity Treasury Money Market Funds.

Custodial Credit Risk: For an investment, custodial credit risk is the risk that in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. As of June 30, 2025 and 2024, the Authority's investments are neither insured nor registered, but are held by the Authority's custodial agent for the benefit of the Authority.

Credit Risk: Under state statutes, the Authority is permitted to invest direct obligations of the United States of America or direct federal agency obligations or other similar obligations to the extent that the full faith and credit of the United States of America is pledged for the timely payment thereof. Direct obligations shall include money market mutual funds that invest solely in the obligations referenced above.

Concentration of Credit Risk: The Authority places no limit on the amount the Authority may invest in any one issuer. The Authority's trustee consults with the Office of Financial Management (within the Finance and Administration Cabinet) to determine suitable investments.

Interest Rate Risk: The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

4. FAIR VALUE MEASUREMENTS

The framework for measuring fair value provides a fair value hierarchy that prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (level 1) and the lowest priority to unobservable inputs (level 3). The three levels of the fair value hierarchy are described as follows:

- Level 1: Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Authority has the ability to access.
- Level 2: Inputs to the valuation methodology include quoted prices for similar assets or liabilities in active markets; quoted prices for identical or similar assets or liabilities in inactive markets; inputs other than quoted prices that are observable for the asset or liability; inputs that are derived principally from or corroborated by observable market data by correlation or other means. If the asset or liability has a specified (contractual) term, the level 2 input must be observable for substantially the full term of the asset or liability.
- Level 3: Inputs to the valuation methodology are unobservable and significant to the fair value measurement.

The asset or liability's fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. Valuation techniques maximize the use of relevant observable inputs and minimize the use of unobservable inputs.

The following table sets forth by level, within the hierarchy, the Authority's assets and liabilities measured at fair value on a recurring basis as of June 30, 2025 and 2024 are as follows:

	Assets at Fair Value as of June 30, 2025			
	Level 1	Level 2	Level 3	Total
Money market mutual funds	\$ 181,799,714	\$ -0-	\$ -0-	\$ 181,799,714

	Assets at Fair Value as of June 30, 2024			
	Level 1	Level 2	Level 3	Total
Money market mutual funds	\$ 160,615,132	\$ -0-	\$ -0-	\$ 160,615,132

The Authority's policy is to recognize transfers between levels as of the actual date of the event or change in circumstances. There were no transfers between levels during 2025 and 2024.

The Authority holds investments which are exposed to various risks such as interest rate, market, and credit. Due to the level of risk associated with these securities and the level of uncertainty related to changes in the value, it is at least reasonably possible that changes in the various risk factors will occur in the near term that could materially affect the amounts reported in the accompanying financial statements.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

5. REVENUE BOND FUND ACCOUNTS

Components of the Toll Revenue Bond Fund and Toll Revenue Bond Anticipation Notes accounts by cash and mutual funds at June 30, 2025, are summarized below:

	Money Market Mutual Funds	Cash	Total
Authority System Revenue Fund	\$ 1,777,213	\$ -0-	\$ 1,777,213
Debt Service Funds	40,599,391	-0-	40,599,391
M&R Reserve Fund	26,574,146	-0-	26,574,146
General Reserve Fund	56,654,295	-0-	56,654,295
Tolling O&M Reserve Fund	28,934,918	-0-	28,934,918
General O&M Reserve Fund	21,483,145	-0-	21,483,145
Project Improvement Fund	1,852,747	-0-	1,852,747
Surplus Fund	3,923,859	-0-	3,923,859
Total	<u>\$ 181,799,714</u>	<u>\$ -0-</u>	<u>\$ 181,799,714</u>

Components of the Toll Revenue Bond Fund and Toll Revenue Bond Anticipation Notes accounts by cash and mutual funds at June 30, 2024, are summarized below:

	Money Market Mutual Funds	Cash	Total
Authority System Revenue Fund	\$ 2,045,947	\$ -0-	\$ 2,045,947
Debt Service Funds	38,388,746	-0-	38,388,746
M&R Reserve Fund	17,908,612	-0-	17,908,612
General Reserve Fund	44,204,711	-0-	44,204,711
Tolling O&M Reserve Fund	27,463,392	-0-	27,463,392
General O&M Reserve Fund	25,086,078	-0-	25,086,078
Project Improvement Fund	1,769,680	-0-	1,769,680
Surplus Fund	3,747,966	-0-	3,747,966
Total	<u>\$ 160,615,132</u>	<u>\$ -0-</u>	<u>\$ 160,615,132</u>

The General Trust Indenture contains a provision which establishes that specific accounts are maintained by the Authority to properly account for the financial activities as described below:

- A. Authority System Revenue Fund - This fund receives all Pledged Receipts and other moneys received by the Authority except for funds required to be deposited into another fund by the General Trust Indenture. Funds received into the authority system revenue fund are allocated, based on priority as defined in the General Trust Indenture to the funds below.
- B. Debt Service Funds
 - a) First Tier Debt Service Account - Designated to pay the principal and interest on the First Tier Bonds.
 - b) First Tier Common Debt Service Reserve Account and within such Account, a "Proceeds Subaccount" and a "Revenue Subaccount" - Designated a reserve for the payment of principal and interest on First Tier Bonds that are not TIFIA Bonds when funds for that purpose are available in the First Tier Debt Service Account.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

- c) Second Tier Debt Service Account - Designated to pay the principal and interest on the Second Tier Bonds.
 - d) Second Tier Common Debt Service Reserve Account - Designated a reserve for the payment of principal and interest on Second Tier Bonds when funds for that purpose are available in the Second Tier Debt Service Account.
 - e) Third Tier Debt Service Account - Designated to pay the principal and interest on the Third Tier Bonds.
 - f) Third Tier Common Debt Service Reserve Account - Designated a reserve for the payment of principal and interest on Third Tier Bonds when funds for that purpose are available in the Third Tier Debt Service Account.
- C. Surplus Fund – Designated for the deposit of one-half of the general reserve annual surplus, if any, as specified in the General Trust Indenture.
- D. Tolling Operation & Maintenance (O&M) Reserve Fund - Designated to pay Toll System Collection Expenses for the current fiscal year as reflected in the Authority System Budget.
- E. General O&M Reserve Fund - Designated to pay General O&M Expenses for the current fiscal year as reflected in the Authority System Budget.
- F. M&R Reserve Fund - Designated to pay M&R Expenses for the current fiscal year as reflected in the then-current capital improvement program and Authority System Budget and to pay any other M&R expenses that must be incurred to restore or maintain any portion of the Authority System in a safe operating condition. M&R expenses represent lifecycle costs and/or capital costs necessary to continue to maintain the Authority System in good operating order and that are not normally recurring costs.
- G. General O&M Reserve Fund - Designated to pay expenses relating to the Authority System, providing for debt service on bonds or as may otherwise be permitted by the Act or required by the Development Agreement, Lease Agreement, or the Inter-local Agreement, including, but not limited to fees and expenses of credit providers, hedge termination payments, and the payment of the debt service on any subordinated bonds.
- H. Project Improvement Fund – Designated to pay the cost of project improvements to the Authority System.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

6. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2025 is as follows:

	Balance June 30, 2024	Increases	Decreases	Balance June 30, 2025
Infrastructure	\$ 1,051,861,667	\$ 107,874	\$ -0-	\$ 1,051,969,541
Right-of-way easements	66,571,950	-0-	-0-	66,571,950
Total capital assets	\$ 1,118,433,617	\$ 107,874	\$ -0-	\$ 1,118,541,491

Capital asset activity for the year ended June 30, 2024 is as follows:

	Balance June 30, 2023	Increases	Decreases	Balance June 30, 2024
Infrastructure	\$ 1,046,135,480	\$ 5,726,187	\$ -0-	\$ 1,051,861,667
Right-of-way easements	66,571,950	-0-	-0-	66,571,950
Total capital assets	\$ 1,112,707,430	\$ 5,726,187	\$ -0-	\$ 1,118,433,617

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

7. LONG-TERM LIABILITIES

Long-term debt consists of the following at June 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>
First Tier Toll Revenue Bonds, Series 2021A Current Interest Bonds; interest fixed at rates ranging from 1.15% to 3.22%, due semi-annually; principal due July 1, 2022 through July 1, 2053 with mandatory sinking fund redemption in part prior to maturity beginning July 1, 2046.	\$ 148,315,000	\$ 148,530,000
First Tier Toll Revenue Bonds, Series 2021B Current Interest Bonds; interest fixed at 4%, due semi-annually; principal due July 1, 2046 through July 1, 2053 with mandatory sinking fund redemption in part prior to maturity beginning July 1, 2046.	34,560,000	34,560,000
First Tier Toll Revenue Bonds, Series 2013B Capital Appreciation Bonds; interest fixed at rates ranging from 3.75% to 6.65% will not be paid on a current basis, but will be added to the principal amount on a semi-annual basis; principal due annually beginning July 1, 2019 through July 1, 2032.	15,730,000	15,730,000
First Tier Toll Revenue Bonds, Series 2013C Convertible Capital Appreciation Bonds; interest fixed at rates ranging from 6.40% to 6.875% will not be paid on a current basis prior to the conversion date, but will be added to the principal amount on a semi-annual basis; principal due annually beginning July 1, 2033 through July 1, 2046.	137,475,000	137,475,000
Transportation Infrastructure Finance and Innovation Act loan (see following page for further detail)	<u>441,760,542</u>	<u>442,757,647</u>
Total	777,840,542	779,052,647
Less current portion	(1,364,077)	(1,207,394)
Unamortized premium	4,467,615	4,626,698
Less unamortized discount/accretion on capital appreciation bonds	<u>(3,362,788)</u>	<u>(3,976,103)</u>
	<u>\$ 777,581,292</u>	<u>\$ 778,495,848</u>

The Series 2021 Bonds and 2013 Bonds above represent the debt of the Authority. The debt is secured by the Trust Estate, as defined by the General Trust Indenture, which primarily consists of all pledged receipts (the Authority's 50% share of toll revenues and certain investment earnings), and all moneys and securities on deposit in the funds and accounts established by the General Trust Indenture. In the event that toll revenues are insufficient to make the operations and maintenance deposits required in the General Trust Indenture, the Authority entered into a lease agreement (the Lease) with KYTC, whereby KYTC is obligated to pay rent, as defined in the Lease, to satisfy the required operation and maintenance deposits.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

Rent, as defined in the lease, shall represent a loan to the Authority and bear interest at a rate of 5.0%. The loan is payable by the Authority from the pledged receipts and shall be due in amounts available to make such payments in accordance with Section 504 of the General Trust Indenture. As of June 30, 2025, no rent payments have been made by the KYTC under the terms of the lease.

The TIFIA loan is a direct borrowing that bears interest at 3.9% with principal and interest due semi-annually beginning July 1, 2018, through July 1, 2051. The TIFIA loan is secured by the Trust Estate, which includes all property, rights, and other assets assigned to the Trustee. The outstanding TIFIA loan from direct borrowings related to business-type activities also contain a subjective acceleration clause that allows the lender to accelerate payment of the entire principal amount to become immediately due if the lender determines that a material adverse change occurs. All outstanding notes from direct borrowings contain an event of default that changes the timing of repayment of outstanding amounts to become immediately due if the Authority is unable to make payment.

Debt service payments on the Series 2021 and 2013 Bonds and TIFIA loan are as follows:

	Bonds		Notes from direct borrowings (TIFIA)	
	Principal	Interest	Principal	Interest
2026	\$ 215,000	\$ 15,078,784	\$ 1,149,077	\$ 17,117,834
2027	2,455,000	15,063,431	1,170,161	17,072,837
2028	3,610,000	15,028,557	1,355,853	17,000,391
2029	4,220,000	14,971,930	2,110,389	16,979,849
2030	4,295,000	17,383,206	3,625,752	16,844,915
2031-2035	25,710,000	81,811,974	39,640,210	80,567,321
2036-2040	44,150,000	64,245,347	85,836,901	68,466,298
2041-2045	68,835,000	45,604,231	111,020,188	49,092,165
2046-2050	93,755,000	23,478,089	134,449,169	25,330,492
2051-2052	88,835,000	6,261,645	61,402,842	2,395,424
Total	<u>\$ 336,080,000</u>	<u>\$ 298,927,194</u>	<u>\$ 441,760,542</u>	<u>\$ 310,867,526</u>

The following summarizes long-term debt activity of the Authority for the year ended June 30, 2025:

	Balance	Increases	Decreases	Balance	Due within one year
	June 30, 2024			June 30, 2025	
TIFIA loan - direct borrowing	\$ 442,757,647	\$ -0-	\$ (997,105)	\$ 441,760,542	\$ 1,149,077
Bonds principal payable	336,295,000	-0-	(215,000)	336,080,000	215,000
Unamortized premiums	4,626,698	-0-	(159,083)	4,467,615	-0-
Unamortized discounts	(3,976,103)	-0-	613,315	(3,362,788)	-0-
	<u>\$ 779,703,242</u>	<u>\$ -0-</u>	<u>\$ (757,873)</u>	<u>\$ 778,945,369</u>	<u>\$ 1,364,077</u>

The following summarizes long-term debt activity of the Authority for the year ended June 30, 2024:

	Balance	Increases	Decreases	Balance	Due within one year
	June 30, 2023			June 30, 2024	
TIFIA loan - direct borrowing	\$ 443,803,500	\$ -0-	\$ (1,045,853)	\$ 442,757,647	\$ 992,394
Bonds principal payable	344,685,000	-0-	(8,390,000)	336,295,000	215,000
Unamortized premiums	4,785,783	-0-	(159,085)	4,626,698	-0-
Unamortized discounts	(4,610,395)	-0-	634,292	(3,976,103)	-0-
	<u>\$ 788,663,888</u>	<u>\$ -0-</u>	<u>\$ (8,960,646)</u>	<u>\$ 779,703,242</u>	<u>\$ 1,207,394</u>

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

8. RESTRICTED ASSETS

Certain of the Authority's assets have constraints that have been placed on how they can be used. By definition, restricted assets are investments or other assets whose use, in whole or in part, is restricted for specific purposes bound by virtue of contractual agreements, legal requirements, or enabling legislation. The Authority's accounts receivable and investments are restricted for use by the trust indentures which restrict the manner in which the bond and toll proceeds may be spent.

Restricted assets consist of the following at June 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>
Restricted for debt service	\$ 40,599,391	\$ 38,388,746
Restricted for maintenance reserves	76,992,209	70,458,082
Restricted for other Authority funds	<u>90,096,956</u>	<u>70,569,771</u>
Total	<u>\$ 207,688,556</u>	<u>\$ 179,416,599</u>

9. RELATED PARTY TRANSACTIONS

KYTC paid certain invoices on behalf of the Authority totaling \$146,287 and \$302,463 for the years ended June 30, 2025 and 2024, respectively, which are included in intergovernmental revenues on the statement of revenues, expenses, and changes in net position. Additionally, KYTC paid certain invoices on behalf of the Authority totaling \$4,676,619 and \$5,152,650 for the years ended June 30, 2025 and 2024, which are reimbursable to KYTC, and reported as payables at year end.

The Authority received \$107,874 and \$1,619,357 in capital contributions from KYTC during the years ended June 30, 2025 and 2024, respectively. The contributions in both years related to construction work completed on Kentucky roads, bridge approaches, and right-of-way related to the bridge construction project.

The Authority received the benefit of accounting, legal, administrative and consultant services from the Finance and Administration Cabinet for 2025 and 2024. The Finance and Administration Cabinet did not assess a fee for the cost of these services.

The Authority received services from the Commonwealth Office for Technology (COT) which provides technical support for State government agencies in the application of information technology including major information resource functions such as data and voice communications, data administration, hardware selection and installation, printing, and related end-user and customer support services. During 2025 and 2024, KYTC paid for all services provided by COT. KYTC did not assess a fee to the Authority for their respective portion of the charges and will not request reimbursement from the Authority.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

10. RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; and errors and omissions. The Authority utilizes the Commonwealth of Kentucky's Risk Management Fund to cover exposure to these potential losses. The Commonwealth of Kentucky's Comprehensive Annual Financial Report should be referred to for additional disclosures related to the Risk Management Fund. KYTC carries commercial insurance, including builders risk coverage on the LSIORBP, for all risks of loss during construction.

11. COMMITMENTS

The Authority and the State of Indiana have entered into a legal agreement known as the "Bi-State Development Agreement" which governs the LSIORBP. The project consists of the construction of the East End Bridge and highway connections that will complete an outer loop around the greater Louisville area; a Downtown Crossing including a new I-65 bridge for northbound traffic; a revamped John F. Kennedy Memorial Bridge for southbound traffic, and rebuilding of the downtown interchange on both sides of the Ohio River. Kentucky is responsible for financing, reconstruction and operational improvements of the Downtown Crossing Bridges; and Indiana is responsible for financing and constructing the East End Crossing.

The LSIORBP structures will be ultimately owned 50% by Indiana and 50% by Kentucky. The project is being funded with a combination of governmental purpose tax-exempt debt in the form of a TIFIA loan, Grant Anticipation Revenue Vehicle (GARVEE) bonds backed by future federal funds, and governmental purpose tax-exempt and taxable debt in the form of toll revenue bonds. The toll revenue bonds principal and interest and the TIFIA loan principal and interest have been issued by the Authority and paid solely by Kentucky's share of project revenues (primarily tolls). These financing instruments do not constitute a debt of the Commonwealth or any of its political subdivisions. Neither the faith and credit nor the taxing power of the Commonwealth is pledged to the payment of the above described debt.

The Commonwealth parties have entered into various contracts in connection with the implementation and operation of the toll system for the LSIORBP.

TSP Contract: As authorized by Joint Board Resolution JB 2015-4, the Indiana Finance Authority (IFA) entered into a contract with Quarterhill, Inc. for the operation of the toll system. The contract with Quarterhill, Inc expires on June 30, 2031. The Commonwealth parties are equally responsible with the Indiana parties for the direction of this work and the payment of these costs. The Commonwealth parties paid approximately \$13,200,000 and \$3,305,000 for the work performed during the year ended June 30, 2025, and 2024, respectively. This total is included in toll operations and maintenance for the LSIORBP for project.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS JUNE 30, 2025 and 2024

Toll Oversight: As authorized by Joint Board resolution JB 2016-3, the Indiana Department of Transportation entered into a contract with HNTB that includes work related to oversight and inspection of the installation and operations of the toll system. The contract with HNTB is set to expire on June 30, 2026. The Commonwealth parties are equally responsible with the Indiana parties for the direction of this work and the payment of these costs. The Commonwealth parties paid approximately \$1,628,000 and \$1,635,000 for work performed under these contracts during the year ended June 30, 2025 and 2024, respectively. This total is included in the construction costs for the LSIORBP as toll operations and maintenance.

Toll Marketing: As authorized by Joint Board resolution JB 2014-4 and JB-202, the Kentucky Transportation Cabinet entered into an agreement with Fieldtrip, LLC for work related to marketing and communications for the toll system. The contract with Fieldtrip, LLC expired on June 30, 2025. The Commonwealth parties are equally responsible with Indiana for the direction of this work and the payment of these costs. The Commonwealth parties paid approximately \$100,000 and \$160,000 for work performed under these contracts in the years ended June 30, 2025 and 2024, respectively. These costs are included in toll operations and maintenance expense.

Revenue Control Manager: As authorized by Joint Board resolution JB 2015-2, the Cabinet entered into an agreement with LBMC (formerly known as Strothman and Company) to provide revenue control manager services for the toll system. The revenue control manager contract is set to expire on June 30, 2026. The Commonwealth parties are equally responsible with Indiana for the direction of this work and the payment of these costs. The Commonwealth parties paid approximately \$77,000 and \$102,000 for the work performed under this contract in the years ended June 30, 2025 and 2024, respectively. Revenue control manager costs are included in toll operations and maintenance expense.

12. SUBSEQUENT EVENTS

On August 14, 2025, the Board of the Authority approved the Bi-State Development agreement for "Section 2" of the proposed I-69 crossing over the Ohio River between Evansville, Indiana and Henderson, Kentucky and endorsing a financial plan totaling \$933 million, with Kentucky's share at approximately \$508 million. Funding sources of the I-69 Ohio River Crossing project will include toll revenue, GARVEE bonds, federal funds, and state appropriations. Section 2 of the project will consist of infrastructure improvements and a new four-lane bridge between Henderson, Kentucky and Evansville, Indiana, carrying Interstate Highway I-69 across the Ohio River as well as the approach roadways to the ORX Bridge (collectively, "Section 2 of the Project"). KPTIA will assume primary responsibility for the development, construction, financing, and delivery of Section 2 of the Project. Preconstruction activities are expected to begin in late 2025 and construction is expected to begin in 2027.

REQUIRED SUPPLEMENTARY INFORMATION

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION JUNE 30, 2025

As allowed by GASB Statement No. 34, *Basic Financial Statements – and Management’s Discussion and Analysis – for State and Local Governments*, the Authority has adopted an alternative process for recording depreciation expense on selected infrastructure assets. Under this alternative method, referred to as the modified approach, the Authority expenses certain maintenance and preservation costs and does not report depreciation expense. The Authority’s assets accounted for, under the modified approach, include approximately 56.1 lane miles of roads and 47 bridge structures.

In order to utilize the modified approach, the Authority is required to:

- Maintain an asset management system that includes an up-to-date inventory of eligible infrastructure assets.
- Perform condition assessments of eligible assets and summarize the results using a measurement scale.
- Estimate, each year, the annual amount to maintain and preserve the assets at the condition level established and disclosed by the Authority.
- Document that the assets are being preserved approximately at, or above, the established condition level.

Pavement

Measurement Scale

The Authority uses numerous methods to determine the condition of roadway pavements; including the Pavement Condition Index (PCI) to measure and monitor pavement conditions. In use since the mid-1980s, the PCI for any particular pavement section is the mathematical difference between the current pavement smoothness and the acceptable pavement smoothness threshold based on traffic volumes. The corresponding pavement condition is based on the following PCI ranges:

<u>Condition</u>	<u>PCI</u>
Good	Greater than +0.4
Fair	Between 0.0 and 0.4
Poor	Less than 0.0

Established Minimum Condition Level

No more than 30% of the pavements shall be rated as “poor.”

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION JUNE 30, 2025

Assessed Conditions

The Authority assesses pavement condition on a calendar year basis. The following table reports the percentage of pavements meeting ratings of “Good”, “Fair”, and “Poor” for the past three years.

<u>Condition</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Good	5.0%	5.0%	8.3%
Fair	33.7%	33.1%	90.4%
Poor	61.3%	61.9%	1.3%

Bridges

Measurement Scale

The Authority maintains information on its bridge in compliance with the National Bridge Inspection guidelines established by the Federal Highway Administration. The Authority inspects all bridges at least once every two years and the conditioned assessment results are coded on a 0-9 scale with 9 being the most desirable. The condition ratings are based on the following scale:

Rating Description

9	Excellent.
8	Very good.
7	Good. Some minor problems.
6	Satisfactory. Structural elements show some minor deterioration.
5	Fair. All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
4	Poor. Advanced section loss, deterioration, spalling or scour.
3	Serious. Loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical. Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored, it may be necessary to close the bridge until corrective action is taken.
1	Imminent failure. Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put it back in light service.
0	Failure. Out of service; beyond corrective action.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

REQUIRED SUPPLEMENTARY INFORMATION JUNE 30, 2025

Established Minimum Condition Level

No more than 10% of the bridges shall be rated as “structurally deficient.” In addition, the total deck area of structurally deficient, state maintained bridges will not exceed 12% of the total deck area of all state maintained bridges.

Assessed Conditions

As of May 20, 2017, condition assessments for National Highway System (NHS) bridges were updated by the Federal Highway Administration, Department of Transportation due to the requirement by the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under the new rule, structurally deficient or a Poor bridge is classified with a deck, superstructure, substructure, or culvert condition rating less than or equal to 4. If any condition rating is below 7 but above 4 they are classified as Fair. Likewise, if any component condition rating is greater than or equal to 7, a bridge is considered Good. The new performance condition assessment measures are based on deck area. Functionally obsolete is a legacy classification that was used to implement the Highway Bridge Program which was discontinued with the enactment of MAP-21. The following table reports the percentage of bridges meeting ratings of “Good”, “Fair”, and “Poor” for calendar year 2023 to 2021 under the updated condition assessment requirements:

<u>Condition</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Good	52.6%	82.3%	82.3%
Fair	47.5%	17.7%	17.7%
Poor	0.0%	0.0%	0.0%

Estimated Actual Costs to Maintain

The following table presents the Authority’s estimate of spending necessary to preserve and maintain the pavements, bridges, and maintenance condition at, or above, the “Established Condition Levels” cited above and the actual amount spent during the past fiscal year:

	<u>Budget</u>	<u>Actual</u>	<u>Over (Under)</u>
Fiscal Year 2021	7,400,000	7,293,891	(106,109)
Fiscal Year 2022	3,938,600	1,860,589	(2,078,011)
Fiscal Year 2023	2,475,000	2,549,418	74,418
Fiscal Year 2024	5,370,000	5,881,092	511,092
Fiscal Year 2025	17,386,480	9,898,056	(7,488,424)



STATISTICAL SECTION



KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED
JUNE 30, 2025

This part of the Authority's Comprehensive Annual Financial Report presents detailed information as a context for understanding the information in the financial statements, note disclosures, and required supplementary information and the Authority's overall financial health.

Financial Trends Pages 35-37

These schedules (1 through 3) trend information to help the reader understand how the Authority's financial performance and viability have changed over time.

Operating Information Pages 38-44

These schedules (4 through 10) contain service and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services it provides and the activities it performs.

Debt Capacity Page 45

This schedule (11) presents information to help the reader assess the affordability of the Authority's current levels of outstanding debt and the Authority's ability to issue additional debt in the future.

Revenue Capacity Pages 45-46

These schedules (12 through 14) contain information to help the reader assess the Authority's most significant revenue source, toll collection.

Demographic and Economic Information Pages 47-48

These schedules (15 and 16) offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED JUNE 30, 2025

Schedule 1
Net Position by Component
Last Five Fiscal Years

	2025	2024	2023	2022	2021
Net investment in capital assets	\$ 452,054,898	\$ 460,595,679	\$ 447,506,844	\$ 442,071,387	\$ 448,578,306
Restricted	171,663,557	135,092,815	112,364,525	88,072,513	84,197,202
Unrestricted	(69,692,080)	(69,683,637)	(70,432,278)	(70,608,158)	(85,756,761)
Total net position	\$ 554,026,375	\$ 526,004,857	\$ 489,439,091	\$ 459,535,742	\$ 447,018,747

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED JUNE 30, 2025

Schedule 2					
Changes in Net Position					
Last Five Fiscal Years					
	2025	2024	2023	2022	2021
Operating Revenue					
Tolls	\$ 69,437,406	\$ 66,173,937	\$ 64,676,214	\$ 55,995,165	\$ 50,162,261
Fees	10,200,824	9,485,007	6,263,073	5,606,116	4,837,111
Total operating revenues	<u>79,638,230</u>	<u>75,658,944</u>	<u>70,939,287</u>	<u>61,601,281</u>	<u>54,999,372</u>
Operating Expenses					
Roadway operations and maintenance	9,898,056	5,881,092	2,549,418	1,860,589	7,293,891
Toll operations and maintenance	15,188,861	7,840,565	10,750,043	13,214,977	9,514,130
General administration	763,451	699,818	539,429	1,536,012	841,738
Total operating expenses	<u>25,850,368</u>	<u>14,421,475</u>	<u>13,838,890</u>	<u>16,611,578</u>	<u>17,649,759</u>
Operating income	<u>53,787,862</u>	<u>61,237,469</u>	<u>57,100,397</u>	<u>44,989,703</u>	<u>37,349,613</u>
Nonoperating revenues (expenses)					
Debt issuance costs	-0-	-0-	-0-	(1,494,434)	-0-
Interest earned on investments	7,498,698	6,992,346	3,862,800	96,505	17,047
Interest expense	(33,519,203)	(33,585,869)	(31,473,595)	(31,646,869)	(36,380,356)
Intergovernmental revenues	146,287	302,463	281,868	335,096	11,484
Total nonoperating revenues (expenses)	<u>(25,874,218)</u>	<u>(26,291,060)</u>	<u>(27,328,927)</u>	<u>(32,709,702)</u>	<u>(36,351,825)</u>
Contributed Capital for KYTC	107,874	1,619,357	131,879	236,994	284,839
Change in net position	<u>\$ 28,021,518</u>	<u>\$ 36,565,766</u>	<u>\$ 29,903,349</u>	<u>\$ 12,516,996</u>	<u>\$ 1,282,627</u>

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED JUNE 30, 2025

**Schedule 3
Downtown and East End Crossing Cash Flows
Last Five Fiscal Years**

	2025	2024	2023	2022	2021
Operating activities:					
Receipts from patrons	\$ 73,127,948	\$ 73,638,880	\$ 70,003,564	\$ 63,651,662	\$ 49,719,670
Payments to service providers	(26,200,046)	(12,079,941)	(14,816,450)	(14,584,809)	(20,456,199)
Net cash flows from operating activities	46,927,902	61,558,939	55,187,114	49,066,853	29,263,471
Capital and related financing activities					
Principal paid on capital debt	(1,212,105)	(9,435,853)	(10,292,684)	(5,196,100)	(8,363,816)
Bond refunding - proceeds from issuance of refunding bonds	-0-	-0-	-0-	149,940,207	-0-
Bond refunding - proceeds transferred to bond escrow agent	-0-	-0-	-0-	(144,522,186)	-0-
Bond refunding - bond reserve release of funds to escrow agent	-0-	-0-	-0-	(19,080,219)	-0-
Bond refunding - bond issuance costs and insurance	-0-	-0-	-0-	(5,749,563)	-0-
Interest paid on long-term debt outstanding	(32,259,602)	(27,650,091)	(23,117,039)	(25,515,044)	(27,688,598)
Acquisition and construction of capital assets	-0-	(4,106,830)	(2,036,496)	-0-	-0-
Net cash flows from capital and related financing activities	(33,471,707)	(41,192,774)	(35,446,219)	(50,122,905)	(36,052,414)
Investing activities					
Purchase of investments	(162,133,619)	(168,339,482)	(152,423,771)	(143,458,876)	(112,223,932)
Proceeds from sales and maturities of investments	140,949,037	151,223,834	128,820,076	144,418,423	118,995,828
Interest received	7,498,698	6,992,346	3,862,800	96,505	17,047
Net cash flows from investing activities	(13,685,884)	(10,123,302)	(19,740,895)	1,056,052	6,788,943
Net change in cash and cash equivalents	(229,689)	10,242,863	-0-	-0-	-0-
Cash and cash equivalents, beginning of year	10,242,863	-0-	-0-	-0-	-0-
Cash and cash equivalents, end of year	\$ 10,013,174	\$ 10,242,863	\$ -0-	\$ -0-	\$ -0-

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED JUNE 30, 2025

Schedule 4 Toll Revenues by Principal Revenue Payers - Payment Method, Class and Crossing Last Five Fiscal Years

	2025	2024	2023	2022	2021
Toll revenues:					
Prepaid accounts billing	\$ 107,041,188	\$ 115,255,180	\$ 89,234,198	\$ 83,952,496	\$ 75,203,768
Video billing	48,877,599	61,516,800	37,761,420	46,948,301	41,532,055
Percentages of toll revenues:					
Prepaid accounts billing	69%	65%	70%	64%	64%
Video billing	31%	35%	30%	36%	36%
Toll transactions:					
Prepaid accounts billing	25,758,153	27,629,830	21,323,590	22,021,029	19,214,872
Video billing	8,311,730	11,158,344	7,167,552	9,629,727	8,659,006
Percentages of toll transactions:					
Prepaid accounts billing	76%	71%	75%	70%	69%
Video billing	24%	29%	25%	30%	31%
Downtown Crossing Revenue:					
Class 1	61,148,453	76,115,066	47,379,611	52,638,499	44,338,260
Class 2	9,845,117	11,492,855	8,901,603	9,659,050	8,550,136
Class 3	39,057,502	40,654,022	34,810,411	32,700,473	32,671,095
Total	110,051,072	128,261,943	91,091,625	94,998,022	85,559,491
East End Crossing Revenue:					
Class 1	24,574,210	26,751,320	17,711,024	18,407,275	15,550,291
Class 2	3,027,530	3,346,076	2,570,859	2,649,298	2,361,705
Class 3	18,265,975	18,412,641	15,622,110	14,846,201	13,264,337
Total	45,867,715	48,510,037	35,903,993	35,902,774	31,176,333
Total Toll Revenue	\$ 155,918,787	\$ 176,771,980	\$ 126,995,618	\$ 130,900,796	\$ 116,735,823
Downtown Crossing Transactions:					
Class 1	19,268,609	23,056,757	15,964,461	18,293,263	15,681,867
Class 2	1,564,959	1,770,271	1,431,623	1,659,922	1,502,514
Class 3	3,122,706	3,226,566	2,855,031	2,894,311	2,969,618
Total	23,956,274	28,053,594	20,251,115	22,847,496	20,153,999
East End Crossing Transactions:					
Class 1	8,213,604	8,772,972	6,551,464	7,040,651	6,099,368
Class 2	458,899	505,434	406,532	446,024	410,476
Class 3	1,441,106	1,456,174	1,282,031	1,316,585	1,210,035
Total	10,113,609	10,734,580	8,240,027	8,803,260	7,719,879
Total Toll Transactions	34,069,883	38,788,174	28,491,142	31,650,756	27,873,878

Note: The above schedule represents total toll transactions for the LSIORBP and does not reflect adjustments for allowance for bad debts.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED JUNE 30, 2025

Schedule 5 Percentage of River Link Traffic by IAG Agency

	2025		2024		2023	
	Toll transactions:	Percentage:	Toll transactions:	Percentage:	Toll transactions:	Percentage:
E-ZPass New York	3,008,882	9%	3,165,975	8%	3,013,562	8%
Illinois State Toll Highway Authority	1,863,779	5%	1,997,996	5%	1,940,893	5%
E-ZPass MassDOT	808,085	2%	792,065	2%	129,626	0%
E-ZPass Maryland	614,608	2%	538,354	1%	516,969	1%
Florida Turnpike Enterprise	325,541	1%	346,856	1%	100,030	0%

	2022		2021	
	Toll transactions:	Percentage:	Toll transactions:	Percentage:
E-ZPass New York	3,012,237	10%	2,868,630	10%
Illinois State Toll Highway Authority	2,199,124	8%	2,222,445	8%
E-ZPass Maryland	161,595	1%	412,945	1%
E-ZPass Pennsylvania Turnpike	530,145	0%	129,554	0%
E-ZPass ITRCC	78,128	1%	165,401	1%

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED
JUNE 30, 2025

Schedule 6 Toll Rates

July 1, 2024 - June 30, 2025

		2 Axle up to 7 ½ Feet		2 Axle more than 7 ½ feet, 3 Axle, and 4 Axle		5 or More Axles
	\$		\$		\$	
Transponder		2.61		6.52		13.00
Registered Video		3.92		7.81		14.29
Other Video		5.22		9.11		15.61

July 1, 2023 - June 30, 2024

		2 Axle up to 7 ½ Feet		2 Axle more than 7 ½ feet, 3 Axle, and 4 Axle		5 or More Axles
	\$		\$		\$	
Transponder		2.52		6.30		12.57
Registered Video		3.79		7.55		13.82
Other Video		5.04		8.81		15.09

Note: Tolls will increase annually, beginning July 1 of the year following the commencement of toll collection and thereafter on each July 1 by the greater of inflation as measured by the Consumer Price Index or 2.5%.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED
JUNE 30, 2025

Schedule 7
Capital Asset Statistics
Last Five Fiscal Years

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Lane miles	56.1	56.1	56.1	56.1	56.1
Right-of-Way Area (acres)	367	367	367	367	367
Bridge Structures	47	47	47	47	42

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Schedule 8 Payments and Repayments of Rent Last Five Fiscal Years

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Rent payments received	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
Repayments of rent	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Amount owed for repayment of rent	<u><u>\$ -0-</u></u>				

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

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**Schedule 9
Insurance in Force**

Insurance	Policy Term	Coverage	Deductible	Annual Premium
ACE American Insurance Company Property Damage and Loss of Revenue	6/20/2024 - 6/20/2025	\$50,000,000 limit/per occurrence	\$ 10,000,000	\$ 613,027
ACE American Insurance Company Property Damage and Loss of Revenue	6/20/2025 - 6/20/2026	\$50,000,000 limit/per occurrence	\$ 10,000,000	\$ 638,793

Note: The Authority is required by the TIFIA Loan agreement and KPTIA 2013 General Trust Indenture to have business interruption insurance prior to tolls commencing. Tolls are expected to commence in December 2016 based on current construction schedules. The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; and errors and omissions. The Authority utilizes the Commonwealth of Kentucky’s Risk Management Fund to cover exposure to these potential losses. KYTC carries commercial insurance, including builders risk coverage on the LSIORBP, for all risks of loss during construction.

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Schedule 10 Employees and Contractors by Function Last Five Fiscal Years

<u>Employees</u>	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Full-time	-0-	-0-	-0-	-0-	-0-
Part-time	-0-	-0-	-0-	-0-	-0-
Contractors:	3	3	3	3	3
Accounting	1	1	1	1	1
Legal	1	1	1	1	1
Financial Advisor	1	1	1	1	1

Note: The Authority does not have any employees, but uses the services of KYTC employees for operations in addition to contracted services.

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

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Schedule 11 Ratios of Outstanding Debt Last Five Fiscal Years

	2025	2024	2023	2022	2021
Net revenue bonds outstanding	\$ 337,184,827	\$ 336,945,595	\$ 344,860,388	\$ 346,670,423	\$ 333,918,824
Transportation Infrastructure Finance and Innovation Act loan	441,760,542	442,757,647	443,803,500	445,791,184	445,791,184
Total outstanding debt	<u>\$ 778,945,369</u>	<u>\$ 779,703,242</u>	<u>\$ 788,663,888</u>	<u>\$ 792,461,607</u>	<u>\$ 779,710,008</u>
Toll transactions:					
Prepaid billing	25,758,153	27,629,830	21,323,590	22,021,029	19,214,872
Video billing	8,311,730	11,158,344	7,167,552	9,629,727	8,659,006
Total transactions	<u>34,069,883</u>	<u>38,788,174</u>	<u>28,491,142</u>	<u>31,650,756</u>	<u>27,873,878</u>
Debt per prepaid transaction	<u>\$ 30</u>	<u>\$ 28</u>	<u>\$ 37</u>	<u>\$ 36</u>	<u>\$ 41</u>
Debt per video billing transaction	<u>\$ 94</u>	<u>\$ 70</u>	<u>\$ 110</u>	<u>\$ 82</u>	<u>\$ 90</u>
Debt per total transaction	<u>\$ 23</u>	<u>\$ 20</u>	<u>\$ 28</u>	<u>\$ 25</u>	<u>\$ 28</u>

Schedule 12 Pledged-Revenue Coverage Last Five Fiscal Years

	2025	2024	2023	2022	2021
Toll revenues	\$ 69,437,406	\$ 66,173,937	\$ 64,676,214	\$ 55,995,165	\$ 50,162,261
Operating expenses	25,850,368	14,421,475	13,838,890	16,611,578	17,649,759
Net revenues available for debt service	<u>\$ 43,587,038</u>	<u>\$ 51,752,462</u>	<u>\$ 50,837,324</u>	<u>\$ 39,383,587</u>	<u>\$ 32,512,502</u>
Debt service for revenue bonds outstanding:					
Principal	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
Interest	-0-	-0-	-0-	-0-	-0-
Total current debt service	<u>\$ -0-</u>				
Debt service for revenue bond anticipation notes outstanding:					
Principal	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
Interest	-0-	-0-	-0-	-0-	-0-
Total current debt service	<u>\$ -0-</u>				
Debt service coverage	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

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Schedule 13 Pledged Receipts Last Five Fiscal Years

	2025	2024	2023	2022	2021
Operating Revenue	\$ 79,638,230	\$ 75,658,944	\$ 70,939,287	\$ 61,601,281	\$ 54,999,372
Nonoperating Revenues					
Interest earned on investments	7,498,698	6,992,346	3,862,800	96,505	17,047
Total pledged receipts	\$ 87,136,928	\$ 82,651,290	\$ 74,802,087	\$ 61,697,786	\$ 55,016,419

Schedule 14 Largest Toll Payors Last Five Fiscal Years

Toll Payer	2025	2024	2023	2022	2021
Bagshaw Trucking Inc.	\$ 240,407	\$ 213,066	\$ 210,369	\$ 128,596	\$ 209,902
Champion Trucking Company	175,153	136,518	125,604	94,018	97,676
Fast Track Trucking, LLC	84,181	79,742	*	52,752	*
Gotta Go Inc.	87,564	71,094	86,590	101,321	75,560
Kentuckiana Trucking Inc.	203,488	188,674	228,740	53,352	165,096
Libs Paving Company Inc.	121,877	103,944	104,728	235,977	65,175
M&M Cartage Co. Inc.	431,710	284,389	319,983	75,850	362,276
Owen Transport Services	79,679	*	*	*	*
Riley's Trucking, LLC	99,758	71,868	63,156	46,796	*
Smith Creek	83,388	*	*	*	*
Tom Drexler Plumbing Air and Electric	78,382	72,492	71,100	54,365	58,035
Trans Continental Systems Inc.	113,426	116,102	115,850	49,933	97,676
Trimpe Trucking	139,854	153,242	186,716	66,598	148,510
US Container Systems	94,798	71,285	64,218	47,296	67,284
W Transfer Inc.	114,793	87,621	91,381	68,461	69,917

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Schedule 15 Population and Commuting Statistics Last Three Fiscal Years

Year	County	Population	Per Capita Income	Total Personal Income (000s)	% Rate of Unemployment
2023	Bullitt, KY	84,863	\$ 54,121	\$ 4,592,872	3.8%
	Clark, IN	125,467	56,729	7,117,575	2.8%
	Floyd, IN	80,809	66,690	5,389,119	2.7%
	Harrison, IN	40,006	57,403	2,296,454	2.7%
	Jefferson, KY	772,144	67,663	52,245,674	3.9%
	Oldham, KY	70,183	82,531	5,792,279	3.5%
	Scott, IN	24,657	46,902	1,156,462	3.5%
2022	Bullitt, KY	83,836	\$ 51,198	\$ 4,292,245	3.2%
	Clark, IN	124,237	53,321	6,624,458	2.4%
	Floyd, IN	80,714	61,081	4,930,089	2.2%
	Harrison, IN	39,851	54,202	2,160,018	2.6%
	Jefferson, KY	773,399	64,075	49,555,898	3.2%
	Oldham, KY	69,431	76,988	5,345,328	2.7%
	Scott, IN	24,588	44,229	1,087,511	2.9%
2021	Bullitt, KY	82,918	\$ 50,169	\$ 4,159,915	4.4%
	Clark, IN	122,738	51,887	6,368,512	3.5%
	Floyd, IN	80,454	62,578	5,034,666	3.0%
	Harrison, IN	39,761	51,770	2,058,434	2.9%
	Jefferson, KY	777,874	61,474	47,818,804	4.5%
	Oldham, KY	68,685	73,110	5,021,534	3.4%
	Scott, IN	24,355	44,678	1,088,133	4.3%

Note: Data is as of December 31st of the year presented. Data for December 31, 2024 has not been made available by the U.S. Department of Commerce.

Sources: (1) U.S. Department of Commerce
(2) U.S. Department of Labor

KENTUCKY PUBLIC TRANSPORTATION INFRASTRUCTURE AUTHORITY

STATISTICAL SECTION – UNAUDITED JUNE 30, 2025

**Schedule 16
Principal Employers within the LSIORB Area
Last Six Fiscal Years**

	2024			2023			2022			2021		
	Numbers of Employees	Rank	Percentage of Total Employment	Numbers of Employees	Rank	Percentage of Total Employment	Numbers of Employees	Rank	Percentage of Total Employment	Numbers of Employees	Rank	Percentage of Total Employment
United Parcel Services	24,000	1	3%	26,328	1	4%	25,169	1	4%	25,090	1	4%
Jefferson County Public Schools	13,775	4	2%	14,000	3	2%	13,596	3	2%	14,484	2	2%
Ford Motor Co.	12,531	5	2%	13,020	5	2%	13,020	5	2%	13,020	4	2%
Norton Healthcare Inc	16,785	2	2%	15,044	2	2%	14,413	2	2%	13,828	3	2%
Humana Inc.	10,000	7	1%	7,465	9	1%	11,243	6	2%	12,360	5	2%
The Kroger Co.	5,000	13	1%	7,000	10	1%	5,000	13	1%	9,300	7	1%
Baptist Healthcare Systems Inc.	11,085	6	2%	8,657	6	1%	9,030	7	1%	7,346	8	1%
Walmart Inc.	7,000	10	1%	8,550	7	1%	8,600	8	1%	6,650	9	1%
University of Louisville	7,302	9	1%	6,339	11	1%	6,585	10	1%	6,000	10	1%
Amazon.com LLC	5,700	12	1%	5,700	13	1%	5,700	12	1%	*	*	*
Louisville/Jefferson County Metro Government Services	5,815	11	1%	5,705	12	1%	5,702	11	1%	*	*	*
GE Appliances & Lighting	8,400	8	1%	8,500	8	1%	8,100	9	1%	6,000	10	1%
UofL Health	14,654	3	2%	13,136	4	2%	13,183	4	2%	12,000	6	2%

	2020			2019		
	Numbers of Employees	Rank	Percentage of Total Employment	Numbers of Employees	Rank	Percentage of Total Employment
United Parcel Services	23,533	1	4%	21,233	1	3%
Jefferson County Public Schools	14,250	2	2%	14,476	2	2%
Ford Motor Co.	13,042	3	2%	12,600	3	2%
Norton Healthcare Inc	12,579	4	2%	12,247	4	2%
Humana Inc.	12,000	5	2%	12,000	5	2%
The Kroger Co.	9,235	6	1%	*	*	*
Baptist Healthcare Systems Inc.	8,143	7	1%	6,159	9	1%
Walmart Inc.	6,650	8	1%	*	*	*
University of Louisville	6,394	9	1%	6,933	6	1%
Amazon.com LLC	*	*	*	6,500	7	1%
Louisville/Jefferson County Metro Government Services	*	*	*	6,226	8	1%
GE Appliances & Lighting	6,000	10	1%	6,000	10	1%
UofL Health	6,000	10	1%	6,000	11	1%

Note: FY 2025 data has not yet been released. Data is as of December 31st of the year presented.

Sources: (1) www.louisvilleky.gov
(2) www.bls.gov