

Ohio Turnpike and Infrastructure Commission Budget Testimony

Jerry N. Hruby
Chairman

2021

Ferzan M. Ahmed, P.E.
Executive Director

Senate Transportation Committee

Wednesday, February 24, 2021



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Ohio Senate Transportation Committee
Testimony of Ferzan M. Ahmed, P.E., Executive Director
Ohio Turnpike and Infrastructure Commission
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INTRO

Chair Kunze, Vice Chair Reineke, Ranking Member Antonio and members of the Committee, my name is Ferzan Ahmed, and I am honored to serve as Executive Director of the Ohio Turnpike and Infrastructure Commission. The Ohio Revised Code requires us to provide an update regarding our current budget and long-term capital plan. I want to thank you for inviting me to testify today.

HISTORY

For members who are not from Northern Ohio and perhaps may not be that familiar with the Turnpike, let me briefly explain who we are and what we do.

The Ohio Turnpike has been in operation since 1955. It is a 241-mile-long modern, limited-access highway across northern Ohio, connecting communities from Pennsylvania to Indiana. It was ultimately incorporated by the Federal Highway Administration into the Interstate Highway System with sections designated as Interstate Routes 76, 80 and 90.

A ten-member commission oversees the operations of the Turnpike. The Director serves as the Chief Administrative Officer and reports to the Commission. The Commission is currently chaired by Mayor Jerry Hruby of Brecksville. The Commission determines toll rates, collects revenues, controls disbursements and has title to all assets, except for title to real estate, which the Commission purchases in the name of the State of Ohio.

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As we enter our 66th year of operation, we are fiscally sound, although we were affected with lower revenue and traffic due to the COVID-19 pandemic. I will share a few details about lower traffic and revenue in 2020 compared to 2019. The total number of vehicles on the turnpike decreased by 21 percent. Total vehicle miles traveled decreased by 17.3 percent. Passenger traffic was severely impacted, with a decline of 26.7 percent in total vehicle miles traveled.

At the height of the pandemic in April, VMT reached a low point with a decline of 68.2 percent. However, commercial vehicle miles traveled remained about the same as 2019. The net effect was a decrease in toll revenue of approximately \$26.5 million or 8.6 percent. In addition, our concession revenues were down by \$5.4 million or 31.4 percent and investment revenues were down by \$11.3 million or 59.2 percent. The total financial impact of the pandemic was \$40.2 million. We were able to offset some of these losses by refinancing existing debt, instituting a hiring freeze and making some operational adjustments that resulted in a total savings of \$21.3 million. We were also fortunate to receive approximately \$3.4 million in federal Coronavirus relief funds.

The nature of our business involved direct contact with customers from across the country as well as Canada and Mexico. During the pandemic, our employees did an outstanding job of maintaining our infrastructure and taking care of our customers and our communities.

I would like to talk a little bit about how we kept our customers and employees safe while operating during the pandemic. As one of the top freight corridors in the nation, we operate critical infrastructure required by the trucking industry for the delivery of essential goods, including the food and supplies on our shelves and, eventually, vaccines to the public.

Therefore, while some toll roads decided to shutter facilities, we operated our service plazas in a safe manner to provide essential services to truck drivers in need of rest, refreshment and clean bathroom and shower facilities. We maintained close contact with the Ohio Trucking Association to make sure that everyone was aware of the safety protocols.

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In other areas of our operations, I would like to praise the work of our front-line maintenance staff as well as our toll collectors. Our maintenance staff made sure that the high quality of the roads and bridges the Ohio Turnpike provided were never compromised. In order to collect tolls in a safe manner, we provided CDC-approved cleaning supplies to our toll collectors and installed clear vinyl shields to protect them as well as our customers. To limit contact between customers and toll collectors with cash transactions, we used message boards to encourage our customers to use *E-ZPass* or a credit card. Many of our office workers have been working remotely. I would like to praise the work of our IT Team and back-office workers such as finance and HR staff who made sure that our jobs, as well as our lives, were not disrupted.

REVENUE

As you already may know, the Ohio Turnpike does not receive federal gas tax or appropriations from the General Revenue Fund. The Commission's main source of revenue is from tolls.

Our current system of toll collection was implemented in 2009. It's now at the end of its useful life. As we fulfill the needs of today, we are also preparing for the needs of the near-term and long-term. In June of 2020, we began to implement our toll collecting system modernization project.

Our current system is a gated system, which means that travelers entering and exiting the turnpike must first stop at a gate. There are three different types of toll systems in use across the nation: The first is the gated system that we currently have. The second is known as All Electronic Tolling (AET), which does not have either gates or toll collectors. In this system, tolls are collected through either an *E-ZPass* transponder or by billing a customer who is identified by equipment that reads license plates. The third system is known as Open Road Tolling (ORT). This system uses aspects of both AET and gated systems.

The Ohio Turnpike's new system will be the Open Road Tolling System. Under this system, customers with an *E-ZPass* transponder will be able to drive all the way from Pennsylvania to Indiana (and vice-versa) without having to stop. People entering and exiting the turnpike in between will have the option to slowly enter and exit without stopping, and those without an *E-*

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ZPass will have the option to take a ticket and pay cash or use a credit card. This way, we will have the ability to read license plates and bill customers who use the *E-ZPass* lanes without an *E-ZPass* transponder. The reason we chose this system instead of AET is because approximately 65 percent of our customers currently use *E-ZPass*, which means there is the potential for us to bill 35 percent of customers. Many of those customers are from another state and receiving payment may require collections. This has been the experience of other tolls roads. In our case, with 35 percent of customers paying cash, all-electronic tolling would have meant that some of our \$70 million in cash payments would either be late or never received.

As far as revenue numbers go, in 2020, the Commission collected \$281 million in tolls with \$211 million collected using *E-ZPass* and \$70 million using cash or credit card. This was much lower than the previous year, as discussed earlier.

SAVINGS

The capital implementation cost for our new toll collection system is approximately \$230 million. This new system will process more than \$4 billion in tolls over the next decade.

We estimate that this system will save approximately \$257 million in operating costs over 30 years. This is because of the reduction in the number of Toll Plazas from 31 to 24; the addition of automatic toll collection machines at 10 toll plazas; the elimination of toll gates on entry; and a projected increase in *E-ZPass* usage.

These cost savings include a reduction in utility and maintenance costs at the closed toll plazas, as well as a reduction in toll collection staff. The Commission will accomplish the reduction in toll collection staff through attrition while preserving enough jobs to be able to collect cash and process credit card transactions for customers who are not enrolled in *E-ZPass*.

Construction began in the 4th quarter of 2020 and will conclude in the 4th quarter of 2022. Operation of the new toll system is scheduled for deployment in the Spring of 2023.

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Our new Toll Collection System will also provide a way to process unpaid tolls using license plate lookup. This system will photograph license plates and send a bill to the customer. This will ensure that we can collect from customers who travel through ungated *E-ZPass* lanes without a valid *E-ZPass* transponder.

This year, we will be working with the legislature on a proposal that allows the Commission to work with the Ohio Bureau of Motor Vehicles (BMV) to require vehicle owners to pay any excessively delinquent tolls due to passing through an Open Road Tolling Lane without a valid *E-ZPass* transponder before they can register their vehicle. We look forward to working with our Senate appointee to the Commission, Vice Chair Reineke, on this legislation.

The relationship that we seek with the BMV will resemble that of municipalities and courts that seek the collection of unpaid fees and fines. This is the same authority the legislature afforded to ODOT in the 130th General Assembly with the passage of House Bill 533 and Senate Bill 335 in anticipation of tolling the Brent Spence Bridge. This authority is necessary for the implementation of Open Road Tolling (ORT).

UPDATE ON JOBS AND TRANSPORTATION PLAN

In the 2013 – 2014 biennium, the 130th General Assembly authorized the Commission to issue Turnpike revenue bonds to fund infrastructure projects on the ODOT system in northern Ohio that have a transportation-related nexus to the Turnpike system.

Those projects were first approved by the Transportation Review Advisory Council (TRAC), which is chaired by the Director of ODOT, and then submitted to the Turnpike Commission for independent consideration and approval.

The bonding was done in two phases. In the first phase, Junior Lien Bonds were issued on Aug. 15, 2013. They generated \$930 million to fund 10 Commission-approved Infrastructure Projects in northern Ohio.

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In the second phase, the Commission issued additional Junior Lien Bonds generating \$450 million in proceeds on Feb. 15, 2018. These projects are listed on Table 1 on page 16.

These funds are committed to fund three additional Commission-approved infrastructure projects, including \$250 million for two projects on I-75 in Wood and Lucas counties and \$200 million for the Opportunity Corridor project in Cuyahoga County.

ODOT has projected that those Infrastructure Projects will be substantially completed by 2022.

RATINGS

Madame Chair I would like to brief the committee on our credit rating. As part of our long-term capital plan, we recently sold bonds that will provide \$170 million for turnpike projects.

Last month, prior to issuance, S&P affirmed its AA- senior and A+ junior lien ratings, Fitch affirmed its AA senior and A+ junior lien ratings, and Moody's affirmed its Aa2 senior and Aa3 junior lien ratings.

I am pleased to report that these are historically the highest credit ratings for the Turnpike and make us among the highest rated major toll agencies in our country.

2021 OPERATING BUDGET

I would now like to present our 2021 Operating Budget, which is detailed in Table 2. (See Table 2 on page 17.)

Here are a few of the revenue highlights from the Operating Budget (for 2021):

The total 2021 Operating Budget approved by the Commission is \$328.3 million, which is a 7.8 percent decrease from the previous year.

The decrease is mainly due to decreased revenues generated from toll collections, concession fees and investments.

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Revenue

I will now highlight our revenue.

Ninety-two (92) percent of the Turnpike's revenue is derived from tolls. Our toll rates are very competitive with the rates charged by other toll authorities in our peer group (Table 3 on page 18). Current toll rates reflect the Commission's ongoing commitment to remain fiscally sound, while providing a high level of service to the traveling public.

I would like to point out that, in a normal year, fuel sold at Turnpike service plazas generates approximately \$29 million in state motor fuel taxes annually. Of that, the Turnpike receives \$.05 per gallon or about \$3.5 million each year.

I'd also like to note that, in addition to the revenue generated for our operations, vehicles traveling on the Turnpike annually generate about \$159 million in state and federal fuel taxes, which is money that comes back to state and local governments for their transportation projects.

Additionally, the Ohio Turnpike is responsible for generating an estimated \$500 million in northern Ohio economic activity each year. (This includes fuel sales, food and concessions, payroll and capital improvements.)

In addition to our (814) employees, there are approximately 1,400 more workers employed in jobs that are affiliated with our service plazas when they are operating at full capacity. Our Service Plazas are also responsible for generating a significant amount of sales tax revenue for the counties in which they're located.

Expenditures

I will now summarize our expenditures. The Commission's Master Trust Agreement with its bond holders governs the flow of funds related to our expenditures. It creates a hierarchy, which is:

1. Operating expenses
2. Debt service
3. Capital investments

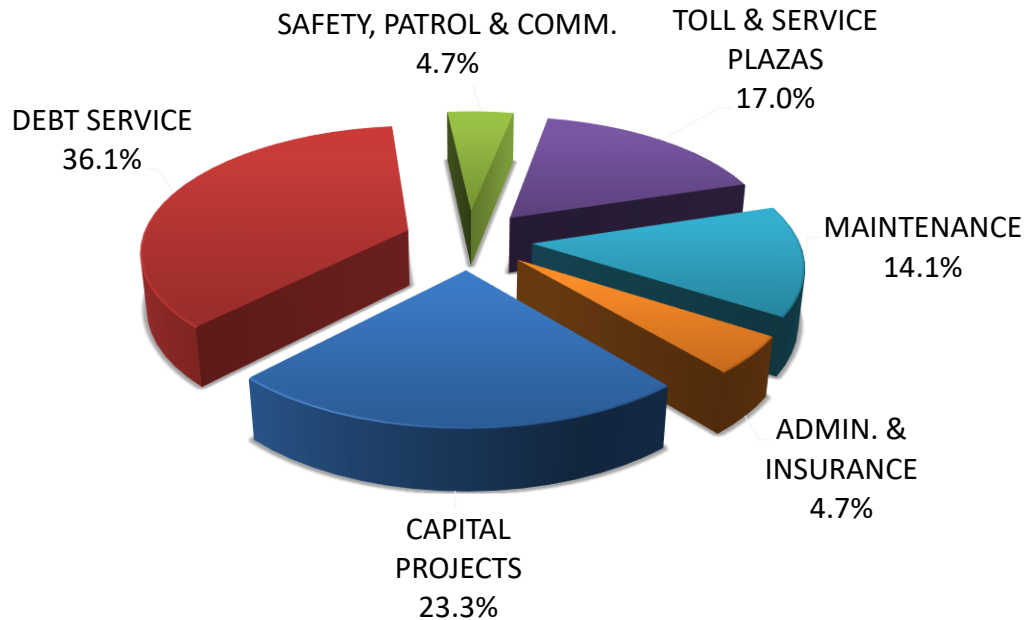
OPERATING EXPENSES:

Details of our operating expenses are given in the submitted testimony on page 10—Chart 1. I would like to point out a couple of highlights. The bulk of the operating expenses are for toll operations and road maintenance. The other significant item is for traffic control, safety and patrol.

Madame Chair and members, we are managers of a publicly owned and operated business, and like every business, we aim for low administrative costs.

Chart 1-2021 Expenditures/Investments:

2021 EXPENDITURES BUDGET



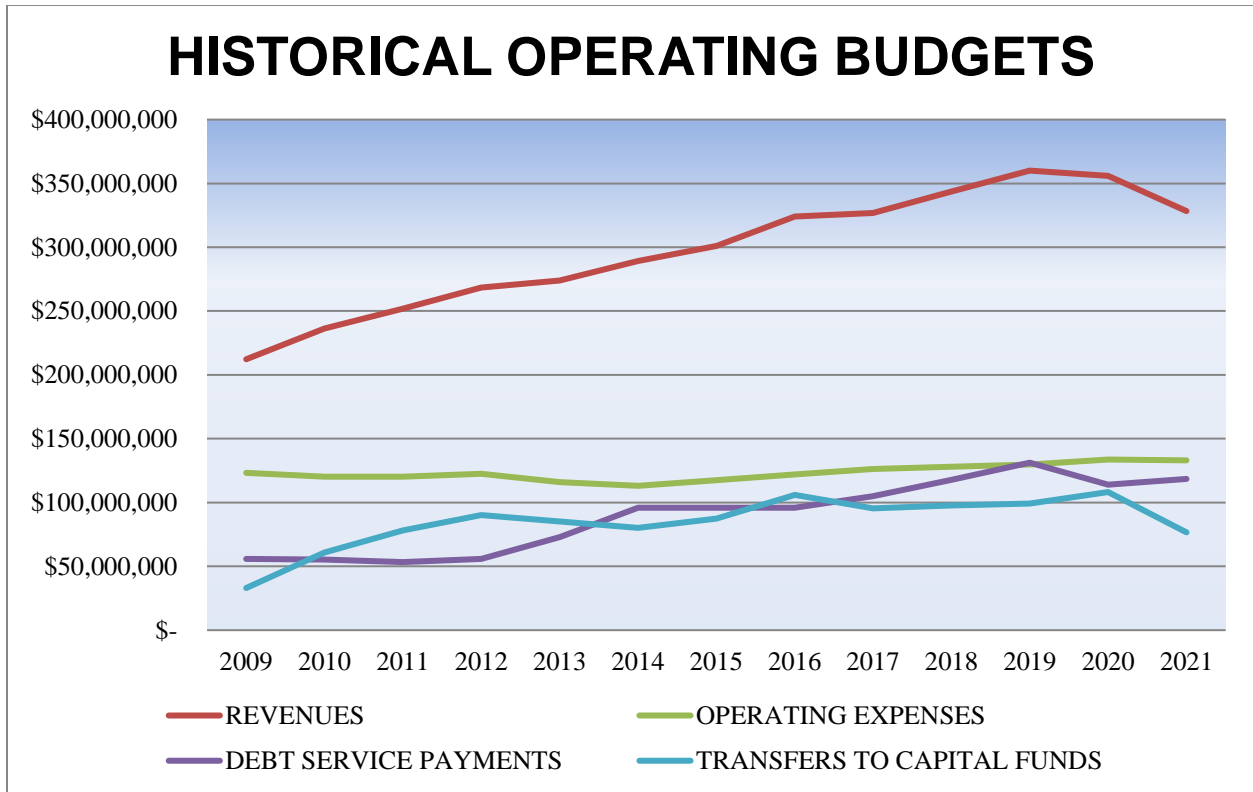
- As you can see in the graphic (pie chart) above, only 4.7 percent of expenditures will be spent on administration and insurance; 14.1 percent is allocated for roadway and facility maintenance; 17.0 percent for the operation of the toll and service plazas; and 4.7 percent for traffic control, safety, highway patrol and communications.
- The Commission currently has about \$2.0 billion in senior and junior lien bonds outstanding. The debt service on those bonds will require 36.1 percent of the Commission’s 2021 budget, leaving 23.3 percent available for capital projects.

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Chart 2 (on this page) shows the Commission’s Operating Budgets for the last 13 years. Budgeted revenues have steadily increased from \$212 million in 2009 to \$328 million in 2021. However, budgeted operating expenses have held constant over this period increasing slightly from \$123.3 million in 2009 to \$133.1 million in 2021.

This is a testament to our commitment to running an efficient business. We are doing this through use of technology and a stewardship over our organizational structure.

Chart 2—Operating Budgets



While our operating costs have held steady from 2009 to 2021, the revenue from our operations has more than doubled over this period from \$89 million in 2009 to \$195 million in 2021. This has allowed the commission to increase debt service payments as well as capital investments.

DEBT SERVICE

The Commission currently has about \$2.0 billion in senior and junior lien bonds outstanding. This includes the two junior lien bond issues for the Jobs and Transportation Plan for ODOT projects.

CAPITAL EXPENDITURES

Last December, the Commission approved a \$205 million capital budget for 2021. Identified capital projects include full-depth excavation and pavement replacement, resurfacing, bridge rehabilitation and the construction of the first of four new toll plazas as part of the new toll collection system.

Madame Chair, our facilities include some of Ohio's safest- and best-maintained roads and bridges. That is the result of deliberate and well-executed capital investments in our system. Looking beyond this year's investments, Table 4 on page 19 shows that we plan to invest more than \$1.8 billion on capital improvements over the next 10 years.

These capital improvements will provide contracting opportunities for many Ohio companies. One of our priorities is to make sure that small- and minority-owned businesses play an important role in our capital improvements.

INCLUSION

During the last biennium we reported that minority- and woman-owned businesses received 13.24 percent of the Commission's contracting dollars. This was almost doubled from when we first started tracking this number through our Office of Equity and Inclusion.

Madame Chair, the 2020 report shows an increase in minority- and woman-owned business participation to 18.7 percent.

In addition to increasing contracting opportunities for minorities and women, we have started an enterprise-wide effort to increase Diversity & Inclusion within our own team. To do this, we have established a Task Force to create a Diversity & Inclusion plan.

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I would like to thank the Ohio Department of Administrative Services Director Matt Damschroder and Deputy Director Jennifer Adair for their assistance.

EFFICIENCY AND TECHNOLOGY

The most prominent technology in use today at the Turnpike is *E-Z Pass*.

E-ZPass began providing discounted tolls and faster entrance and exit on the Ohio Turnpike in 2009. To promote *E-ZPass*, we have partnerships with Ohio retailers— and *E-ZPass* is available at 395 retail locations in 42 Ohio counties.

There are now over 450,000 active Ohio *E-ZPass* accounts. This reflects 65 percent of our customers. By taking advantage of discounted tolls, our *E-ZPass* customers have saved about \$600 million since 2009. Our new toll collection system, with the implementation of open road tolling, will increase technology by using cameras and license plate readers.

To advance the use of technology, we're also a partner in the *DriveOhio Alliance*. Last October, we partnered with DriveOhio; the Smart Belt Coalition (a multi-state, multi-agency partnership); and Locamation, a Pittsburgh-based trucking and robotics company, to demonstrate truck platooning. Truck platooning means that one driver can drive more than one truck. The lead driver is in control while the following truck is electronically connected. For safety, the follow truck has a driver to take over in case of an emergency. During the demonstration, two platooning tractor trailers drove from Pittsburgh across the Ohio Turnpike to Detroit to deliver food to a food bank.

As Governor Mike DeWine said in a news release about the demonstration, and I quote: "Safety is our primary concern, and as smart mobility technologies mature, we believe these innovations will make our roads safer. Deployments, like this one, will help to inform future projects."

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Madame Chair, as you know, every automobile manufacturer has increased the production of electric vehicles. Keeping this in mind, the Commission has worked to install electric vehicle charging stations. Four of our service plazas already have charging stations and we are working to increase that number.

The installations so far have been made by the private sector at no cost to us. We provide the space at our service plazas in exchange for a small maintenance fee. Customers pay to charge their vehicles.

FUTURE INNOVATIONS in electrification include a concept known as in-lane charging. The Ohio Turnpike is a member of Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE), which is a comprehensive research program at Utah State University.

ASPIRE's focus is on developing a pilot project to implement in-lane charging, which would allow electric vehicles to charge wirelessly as they are driving on a road equipped with charging equipment. Through our partnership, we are assisting the Eastgate Regional Council of Governments on the proposed Lordstown Smart Logistics Hub in Mahoning County. The Lordstown Smart Logistics Hub is a strategic multi-agency initiative that aims to create a smart transportation corridor in an area that has recently seen new companies such as Lordstown Motors and LG Chem. Given the nature of these businesses, Eastgate, with the help of the turnpike and ASPIRE, are investigating the feasibility of a pilot project in this area, which is affectionately being dubbed "Voltage Valley." Our work with Eastgate shows that in addition to being a crucial east-west corridor, we are a strong community partner.

The Ohio Turnpike has a proud tradition of innovation. In the 1980s, we became one of the first corridors in the nation to install fiber optic cable. In 2017, we became the Midwest's First Connected Highway with the installation of roadside units utilizing Dedicated Short-Range Communications. Keeping our tradition of innovation we are currently exploring solar technology in our unused land. If successful, we plan to enter a partnership with a developer under which we would get free electricity for our facilities.

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As we proceed, we appreciate the continued support of the Ohio General Assembly and we look forward to your input as we prepare for changes in the transportation industry in the years ahead. Chair Kunze, Vice Chair Reineke, Ranking Member Antonio and members, thank you again for this opportunity to address the Committee. I'll be glad to answer any questions.

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Table 1— Phase 2 Bond funded projects (payments in 000’s to ODOT as of December 31, 2020)

Infrastructure Funding Through December 31, 2020

Project	County	Project ID #'s	Approved Amount*	Amount Expended by ODOT*	Infrastructure Funds Paid to ODOT*
I-75 Reconstruction	Wood/Lucas	93592	\$90,000	\$92,833	\$89,425
I-75 Reconstruction	Lucas	93594	160,000	96,387	93,259
Opportunity Corridor	Cuyahoga	96833	200,000	72,441	67,495
			\$450,000	\$260,661	\$201,617



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Table 2— 2021 Operating Budget

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION 2021 ANNUAL OPERATING BUDGET				
	2021	2020	INCREASE / (DECREASE)	
			\$	%
REVENUES:				
TOLL	\$ 302,779,000	\$ 318,954,000	\$ (16,175,000)	(5.1%)
CONCESSION	13,853,300	16,857,263	(3,003,963)	(17.8%)
INVESTMENT	1,302,900	10,098,100	(8,795,200)	(87.1%)
FUEL TAX	3,000,000	3,300,000	(300,000)	(9.1%)
OTHER	7,340,700	6,669,200	671,500	10.1%
TOTAL REVENUES	\$ 328,275,900	\$ 355,878,563	\$ (27,602,663)	(7.8%)
EXPENDITURES:				
OPERATION, MAINTENANCE & ADMINISTRATION:				
ADMINISTRATION & INSURANCE	\$ 15,542,800	\$ 14,949,100	\$ 593,700	4.0%
MAINTENANCE OF ROADWAY & STRUCTURES	46,146,800	45,568,700	578,100	1.3%
SERVICES & TOLL OPERATIONS	55,900,300	57,924,700	(2,024,400)	(3.5%)
TRAFFIC CONTROL, SAFETY & PATROL	15,554,700	15,238,300	316,400	2.1%
TOTAL OPERATION, MAINTENANCE & ADMINISTRATION	133,144,600	133,680,800	(536,200)	(.4%)
DEBT SERVICE PAYMENTS	118,588,500	113,974,400	4,614,100	4.0%
TOTAL EXPENDITURES	251,733,100	247,655,200	4,077,900	1.6%
TRANSFERS TO / (FROM):				
EXPENSE RESERVE	(44,700)	126,500	(171,200)	(135.3%)
NON-TRUST FUND	73,500	735,000	(661,500)	(90.0%)
FUEL TAX FUND	3,003,000	3,324,000	(321,000)	(9.7%)
SERVICE PLAZAS CAPITAL IMPROVEMENTS RESERVE	527,400	656,000	(128,600)	(19.6%)
RENEWAL & REPLACEMENT FUND	5,000,000	10,000,000	(5,000,000)	(50.0%)
SYSTEM PROJECTS FUND	67,893,600	93,381,863	(25,488,263)	(27.3%)
CONSTRUCTION FUND	90,000	-	90,000	-
TOTAL TRANSFERS	76,542,800	108,223,363	(31,680,563)	(29.3%)
TOTAL EXPENDITURES & TRANSFERS	\$ 328,275,900	\$ 355,878,563	\$ (27,602,663)	(7.8%)

Table 3—Comparison of Tolls

Toll Rates Per Mile				
2/9/2021				
	Passenger	Passenger	5 axle	5 axle
	<u>E-Z Pass</u>	<u>Cash</u>	<u>E-ZPass</u>	<u>Cash</u>
New Jersey	0.161	0.161	0.528	0.578
West Virginia	0.136	0.136	0.400	0.460
Pennsylvania	0.129	0.265	0.804	1.622
Indiana	0.077	0.076	0.414	0.414
Illinois	0.065	0.131	0.574	0.574
Ohio	0.058	0.085	0.179	0.226
New York	0.049	0.063	0.243	0.350

Table 4 – 10 Year Projection

TOTAL CAPITAL PROGRAM	Budget									
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
TOTAL	\$ 183,618,249	\$ 181,980,102	\$ 146,094,460	\$ 119,448,218	\$ 159,582,754	\$ 180,583,811	\$ 189,823,033	\$ 235,147,371	\$ 199,492,178	\$ 192,156,399
A. Pavement Replacement	\$ 78,556,668	\$ 64,770,000	\$ 33,448,860	\$ -	\$ 33,555,397	\$ 68,453,010	\$ 69,822,070	\$ 71,218,511	\$ 72,642,882	\$ 37,047,870
B. Third Lane Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C. Mainline Resurfacing	\$ 12,704,224	\$ 11,220,000	\$ 27,570,600	\$ 31,730,119	\$ 26,736,074	\$ 21,639,984	\$ 22,072,783	\$ 22,514,239	\$ 22,964,524	\$ 29,518,786
D. Interchange Resurfacing	\$ 730,346	\$ 2,313,360	\$ 1,900,811	\$ 3,035,055	\$ 10,569,950	\$ 2,295,384	\$ -	\$ 5,559,639	\$ 8,171,153	\$ 2,234,823
E. Bridge Deck Replacements	\$ 21,033,110	\$ 26,236,950	\$ 41,735,057	\$ 42,157,798	\$ 49,948,683	\$ 41,134,372	\$ 62,749,570	\$ 68,429,169	\$ 53,116,427	\$ 70,146,914
F. Bridge Deck Overlays	\$ -	\$ 1,730,292	\$ -	\$ 1,990,284	\$ 8,871,544	\$ 18,101,022	\$ 3,214,742	\$ 2,371,148	\$ 10,848,739	\$ 1,809,465
G. Bridge Painting	\$ 3,848,000	\$ -	\$ -	\$ 6,261,127	\$ 6,386,350	\$ 6,514,077	\$ 6,644,358	\$ 6,777,245	\$ 6,912,790	\$ 7,051,046
H. Misc Bridge Repairs	\$ -	\$ -	\$ -	\$ 4,350,953	\$ 4,437,972	\$ 4,526,731	\$ 4,617,266	\$ 4,709,611	\$ 4,803,803	\$ 4,899,880
I. Culverts & Drainage	\$ 300,000	\$ 765,000	\$ 1,040,400	\$ 795,906	\$ 811,824	\$ 828,061	\$ 844,622	\$ 861,514	\$ 878,745	\$ 896,319
J. Interchange Lighting	\$ 250,000	\$ -	\$ -	\$ 1,641,689	\$ 437,303	\$ -	\$ 1,501,175	\$ 1,233,688	\$ 2,515,553	\$ 2,638,764
K. Sign Structure Upgrades	\$ -	\$ -	\$ -	\$ -	\$ 346,378	\$ 253,939	\$ 354,741	\$ 551,369	\$ 503,814	\$ 239,019
L. Service Plaza's	\$ 4,333,200	\$ 2,856,000	\$ 3,017,160	\$ 1,697,933	\$ 3,680,269	\$ 2,760,202	\$ 2,252,325	\$ 2,871,714	\$ -	\$ 1,912,148
M. Toll Plaza's	\$ 23,206,000	\$ 33,660,000	\$ 5,285,232	\$ 11,439,822	\$ 270,608	\$ 276,020	\$ 281,541	\$ 287,171	\$ 292,915	\$ 298,773
N. Maintenance Building's	\$ 225,000	\$ 510,000	\$ 520,200	\$ 530,604	\$ 541,216	\$ 552,040	\$ 563,081	\$ 33,311,884	\$ 585,830	\$ 19,121,481
O. Telecommunications	\$ -	\$ 8,680,200	\$ -	\$ 1,082,432	\$ -	\$ -	\$ 1,390,811	\$ 666,238	\$ 1,195,093	\$ -
P. Toll Collection System	\$ 21,176,196	\$ 16,998,300	\$ 19,091,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Q. Renewal Replacement	\$ 13,005,505	\$ 11,220,000	\$ 11,444,400	\$ 11,673,288	\$ 11,906,754	\$ 12,144,889	\$ 12,387,787	\$ 12,635,542	\$ 12,888,253	\$ 13,146,018
R. Miscellaneous	\$ 4,250,000	\$ 1,020,000	\$ 1,040,400	\$ 1,061,208	\$ 1,082,432	\$ 1,104,081	\$ 1,126,162	\$ 1,148,686	\$ 1,171,659	\$ 1,195,093