

Ohio Turnpike and Infrastructure Commission

(A Component Unit of the State of Ohio)

COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE YEARS ENDED DECEMBER 31, 2014 AND 2013



**REBUILDING TOGETHER:
STRENGTHENING NORTHERN OHIO'S
TRANSPORTATION NETWORK**



Dave Yost • Auditor of State

Commission Members
Ohio Turnpike and Infrastructure Commission
682 Prospect Street
Berea, Ohio 44017-2799

We have reviewed the *Independent Auditor's Report* of the Ohio Turnpike and Infrastructure Commission, Cuyahoga County, prepared by Ciuni & Panichi, Inc., for the audit period January 1, 2014 through December 31, 2014. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

Our review was made in reference to the applicable sections of legislative criteria, as reflected by the Ohio Constitution, and the Revised Code, policies, procedures and guidelines of the Auditor of State, regulations and grant requirements. The Ohio Turnpike and Infrastructure Commission is responsible for compliance with these laws and regulations.

A handwritten signature in black ink that reads "Dave Yost".

Dave Yost
Auditor of State

June 24, 2015

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Ohio Turnpike and Infrastructure Commission

MEMBERS & OFFICERS



JERRY N. HRUBY
Chairman



JOSEPH A. BALOG
Vice Chairman



SANDRA K. BARBER
Secretary - Treasurer



GEORGE F. DIXON III
Member



TIMOTHY J. PARADISO
Member



JERRY WRAY
Director of
Transportation



GAYLE L. MANNING
Senate Member



MICHAEL D. DOVILLA
House Member



TIMOTHY S. KEEN
Director, Office of Budget
and Management

INDEPENDENT AUDITORS:

Ciuni and Panichi, Inc.
Cleveland, OH

CONSULTING ENGINEERS:

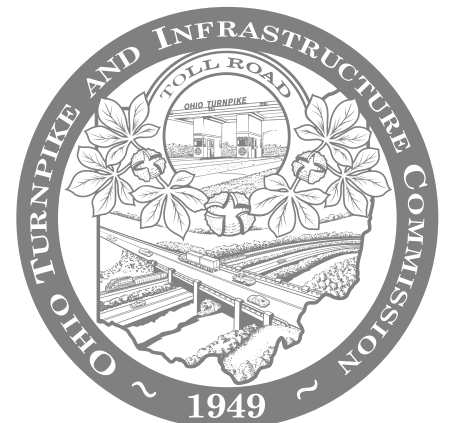
URS Corporation
Akron, OH

TRUSTEE:

The Huntington National Bank
Cleveland, OH

PREPARED BY:

CFO/Comptroller's Office and the Office
of Marketing and Communications



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Ohio Turnpike and Infrastructure Commission

(A Component Unit of the State of Ohio)

2014 Comprehensive Annual Financial Report

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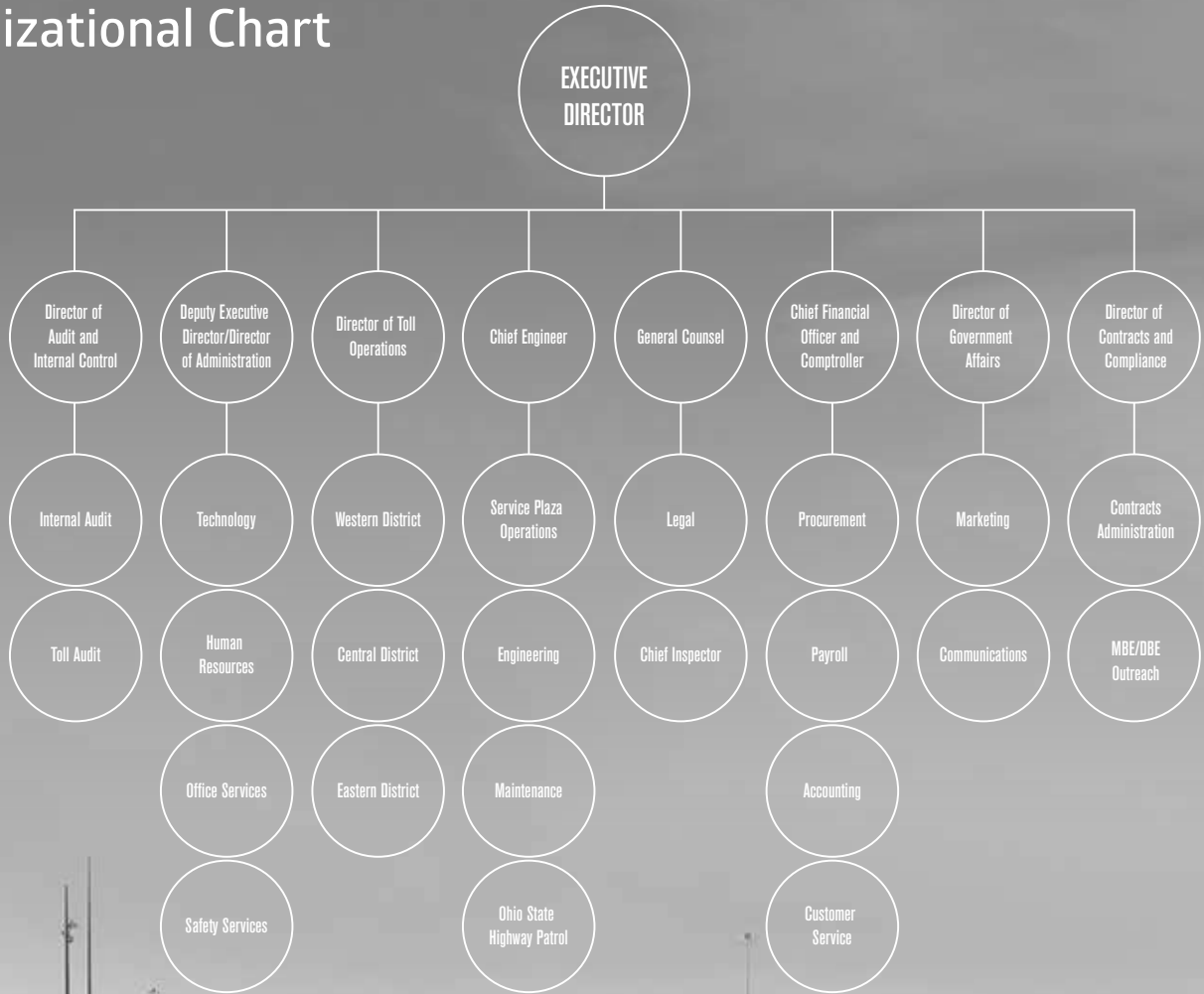
Ohio Turnpike and Infrastructure Commission

2014 Comprehensive Annual Financial Report

INTRODUCTORY SECTION

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Organizational Chart



Members and Staff

Ohio Turnpike and Infrastructure Commission Members (as of December 31, 2014)

		APPOINTED	TERM EXPIRATION
JERRY N. HRUBY*	Chairman	06/30/11	06/30/21
JOSEPH A. BALOG*	Vice Chairman	07/01/03	06/30/15
SANDRA K. BARBER	Secretary - Treasurer	06/04/12	06/30/19
GEORGE F. DIXON III*	Member	10/05/01	06/29/17
TIMOTHY J. PARADISO	Member	09/06/13	06/30/18
JERRY WRAY**	Director of Transportation	01/10/11	-
TIMOTHY S. KEEN**	Director, Office of Budget and Management	01/10/11	-
GAYLE L. MANNING***	Senate Member	02/20/13	-
MICHAEL D. DOVILLA***	House Member	06/14/11	-

Names in bold indicate voting Member status

** Reappointed member ** Member Ex-Officio *** Legislative Member*

Ohio Turnpike and Infrastructure Commission Senior Staff

RANDY COLE	Executive Director
ROBIN CARLIN	Deputy Executive Director/Director of Administration
ADAM GREENSLADE	Director of Government Affairs
SHARON ISAAC	Director of Toll Operations
TOMMIE JO MARSILIO	Director of Contracts and Compliance
DAVID MILLER	Director of Audit and Internal Control
MARTIN SEEKELY	CFO/Comptroller
KATHLEEN WEISS	General Counsel
ANTHONY YACOBUCCI	Chief Engineer



Chairman's Letter:

JERRY N. HRUBY



It is an honor to serve such a distinguished Commission and to work with dedicated professionals such as Richard A. Hodges. Rick served as Executive Director for nearly three years until his resignation on August 10, which followed his appointment by Governor John Kasich as Director of the Ohio Department of Health.

On behalf of the Commission, we express our gratitude to Rick for his guidance, dedication and tireless efforts to improve the efficiency of Turnpike operations. We also are grateful to Deputy Executive Director Robin Carlin. She did an exceptional job as interim Executive Director until the arrival of former Commission Member and Controlling Board President Randy Cole, who was appointed by the Commission as Executive Director on December 15, 2014.

During his tenure at the Ohio Turnpike, Director Hodges emphasized a commitment to developing strong partnerships with other agencies in order to reduce operating costs and to redouble our efforts to meet travelers' wants and needs. Under his leadership, the Turnpike developed a number of significant partnerships—those that add value as well as excellence in safety and service for our customers.

The Commission and its management team led our participation in Governor John R. Kasich's Ohio Jobs and Transportation Plan, a unique partnership with the Ohio Department of Transportation (ODOT) and the General Assembly that connects major destinations and employment centers to the Ohio Turnpike and provides thousands of Ohioans with construction work. In addition to Rick's leadership on the Governor's Plan, the Commission acknowledges the contributions of Kathleen Weiss, Chief Legal Counsel, Adam Greenslade, Director of Government Affairs, Marketing and Communications, and Martin Seekely, Chief Financial Officer.

In addition, the Commission's enduring partnerships with the Ohio State Highway Patrol and neighboring Fire Departments, which we continue to cultivate, enable us to clear the road quickly and keep customers as safe as possible.

Those partnerships and the training and skill of Turnpike workers were put to the test on March 12, 2014, when a series of accidents occurred on the Turnpike during a major snowstorm. We lament the loss of three lives, and our condolences go out to the families of the victims. Trooper Andrew Clouser was injured during one of these accidents when he was struck and pinned by a vehicle as he attempted to assist a victim. It is with much gratitude that I can report he fully recovered and was able to return to duty.

Following the lead of Governor Kasich, the Commission is forming partnerships to expand opportunities for Minority and Disadvantaged

Business Enterprises (MBE/DBE), as well as female-owned businesses. The Turnpike is committed to achieving a goal of 15 percent MBE/DBE participation in contracts for goods and services to the fullest extent permitted by law. For example, during 2014, our new Director of Contracts Administration and Compliance, Tommie Jo Marsillo, launched an intensive outreach program and formed partnerships with numerous organizations with a shared commitment to MBEs.

The Commission marked its fifth anniversary as a member of the *E-ZPass*® Group on October 1, 2014, by increasing usage from 37,000 *E-ZPass* accounts in 2009 to more than 201,000 by the end of the year. Turnpike customers who use *E-ZPass* enjoy average toll savings of 33 percent and gain instant access to 26 other toll roads in the northeastern United States. While we continue to increase the number of *E-ZPass* accountholders, of equal importance are the cash tolls collected at the toll booths. Under the steadfast direction of Sharon Isaac, Director of Toll Operations, our toll collectors were the efficient and friendly point of customer contact for cash-paying customers.

A strong Capital Improvement Program included the completion of our third-lane project and the continuation of the Base Pavement Replacement Project. All told, \$93 million in capital was invested during 2014 to improve our infrastructure and update our equipment.

Our financial reputation was strengthened when Fitch Ratings affirmed its evaluations on revenue bonds sold by the Commission. The ratings of 'AA' for \$585 million in senior lien revenue bonds and 'A+' for \$1 billion in junior lien revenue bonds was announced in June with a stable outlook for both ratings.

The review by Fitch Ratings reinforces the message that we've been sharing with our customers, bondholders and stakeholders—that we are one of the most well-managed toll roads in the nation. We look forward to continuing to build upon our successes of 2014 under the leadership of Randy Cole. His knowledge of the Ohio Turnpike as a former member of the Commission and his professionalism and experience in the public and private sectors will prove invaluable.

Together with our remarkable employees and our valued partnerships, we will continue to make sure the Ohio Turnpike performs at the level our customers and stakeholders have come to expect for nearly 60 years.

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Executive Director's Year in Review:

RANDY COLE



CAPITAL IMPROVEMENT PROGRAM INCLUDES COMPLETION OF THIRD-LANE PROJECT

The Ohio Turnpike and Infrastructure Commission committed significant resources to several ongoing projects in 2014. In fact, the Commission paid more than \$93 million for the acquisition and construction of capital assets. Perhaps the most momentous of these was the completion of the third-lane project from Milepost 59.2 to 64.1 in Lucas County. As a result of this completion, the Turnpike now has a third lane of travel for motorists covering nearly 160 miles in both directions from Milepost 218 in Mahoning County to 59.2 near Toledo.

EXPANDED BASE PAVEMENT REPLACEMENT

The Ohio Turnpike is nearly 60 years old. Its original pavement has held up well but is overdue for replacement. That is why it is necessary to replace the entire depth of the pavement across the 241-mile roadway in phases in both directions by 2039. In 2014, progress was made toward that goal with the first year of construction on two base pavement replacement projects, which will cost approximately \$55 million. Five-mile long sections of the eastbound lanes were completed in Sandusky County from Milepost 101.2 to 107.2 and in Cuyahoga County from Milepost 164.8-159.8.

EQUIPMENT PURCHASE ENABLES BETTER COMMUNICATION WITH CUSTOMERS

Under the Ohio Department of Transportation's Cooperative Purchasing Program, the Commission authorized the purchase of 16 portable changeable message signs to better notify customers of unsafe conditions, accidents and traffic diversions. The new signs replaced existing boards with obsolete technology from 1997 and enable the Commission to better move customers across the state quickly and safely, regardless of the weather, construction or traffic volumes.

E-ZPASS[®] CELEBRATES 5 YEARS OF SAVING CUSTOMERS TIME AND MONEY

Since its implementation on the Ohio Turnpike on October 1, 2009, the *E-ZPass* electronic toll payment system has saved *E-ZPass* customers nearly \$202 million compared to customers who paid cash over the same five-year period. *E-ZPass* was readily accepted by customers since it began. By the end of 2009, for example, nearly 37,000 Ohio *E-ZPass* accounts were established. By the end of 2014, the number of Ohio *E-ZPass* accounts increased to 201,515.

The number of overall users and vehicle miles travelled with *E-ZPass* has also increased steadily since 2009. Now, 45 percent of passenger vehicle customers who



travel the Turnpike use *E-ZPass*. Meanwhile, nearly 80 percent of commercial vehicle drivers streamline their hauling trips using *E-ZPass*. The number of frequent *E-ZPass* users has steadily increased over five years as well. There are nearly 10,000 Ohio *E-ZPass* customers who now use the system for at least 30 trips per month. In recognition of their high rate of usage, the Ohio Turnpike waives their monthly 75 cent maintenance fee to save these loyal customers even more.

ANOTHER BRUTAL WINTER INCLUDES MAJOR DISRUPTIVE STORM

Across the Turnpike, it was a record-setting year with extremely cold temperatures averaging six to nine degrees below normal, depending on the location.

The storm of March 12, 2014 affected operations across the entire Turnpike, but was particularly severe in Sandusky County, where a series of three accidents resulted in three fatalities. An estimated 1,800 vehicles were stopped in the backup but our relentless focus on Traffic Incident Management Procedures resulted in an effective response.

To limit the size of the backups, we diverted traffic at the preceding exits. We also opened the toll lanes, so that affected customers could exit as quickly as possible without stopping to pay tolls. And we removed the center barrier lane so we could turn traffic around and evacuate vehicles as quickly and safely as possible.

This was an unprecedented event overcome only with the cooperation of the Commission's partners in law enforcement and safety. We are grateful to the Ohio State Highway Patrol and neighboring Fire and Police Departments, Sheriff Departments and Municipalities who, along with Turnpike employees from multiple departments, worked extraordinarily hard for long hours in extreme weather to restore all three lanes.

TURNPIKE PARTNERSHIPS INCREASE EFFICIENCY AND ADD VALUE

Our partnership with the Department of Administrative Services' Lean Ohio team led us to weed out waste in our procurement process. As a result of this cooperative effort, staff reduced the number of steps in the procurement process from 127 to 19, an 85 percent reduction. This reduction will allow management staff to make critical purchases faster and help us keep the Turnpike maintained in a timely manner.

Our "**Turnpike Proud**" campaign stressed the importance of our partnership with employees by recognizing their good work and illustrating it with strategically placed banners and posters throughout our Maintenance, Toll and Service Plaza facilities.

Engineering Staff's recommendation to fully participate in **ODOT's Cooperative Purchasing Program** for salt purchases was approved and has already saved the Turnpike significant money.

Our average annual salt usage is about 65,000 tons Turnpike-wide. In 2014, we set a new usage record of more than 99,000 tons. To keep up with the demand, the Commission purchased an additional \$640,000 of salt. Liquid treatments also were a major requirement because rock salt alone loses its effectiveness below 20 degrees. The cold temperatures added additional liquid expense of about \$182,000.

In an effort to be responsive to concerns of local communities along the Turnpike, ODOT created the **Turnpike Mitigation Program**. The ODOT-administered program allocates approximately \$5 million per year, with no more than \$1 million awarded to a single project. Attesting to the instant popularity of the program, ODOT received 41 applications requesting more than \$23 million in project funding from counties, townships and municipalities. In June, ODOT announced awards totaling about \$8 million to fund 21 projects for fiscal years 2015 and 2016.

We followed the lead of Governor John Kasich to achieve the promise of full access to contracts for Minority and Disadvantaged Business Enterprises (MBE/DBE) with a goal of 15 percent participation. We formed new partnerships and took significant steps to increase **MBE/DBE participation**. The Commission revised its policies to ensure a high level of participation in upcoming construction projects. Also, the first Engineering Open House was held as a Minority Business Outreach. We are pleased to report that 32 percent of our outside Engineering projects were awarded to Small and Disadvantaged Businesses. In fact, \$251,243 was awarded to DBE's and \$555,066 was awarded to MBE's.

MARKETING AND COMMUNICATIONS EFFORTS INFORM AND CONNECT

Our marketing and communications strategies included significant outreach to keep customers informed of traffic delays caused by construction and accidents. **Twitter** in particular has proven to be an effective two-way tool for customers to stay informed and to tell us their opinions.

We also began publishing an electronic newsletter in 2014, **Customer Connection**, which reaches *E-ZPass* customers, partners, stakeholders and elected officials across northern Ohio. The newsletter features an informative array of stories and photographs chronicling construction projects, tips on how to keep *E-ZPass* hassle-free, traffic safety education and more.

A study by **Legends Sales and Marketing** revealed that the Turnpike has about 87 million advertising impressions annually and approximately 8.1 million people are visiting inside the service plazas with 23,000 coming through on a daily basis.

Legends was contracted to develop partnerships that generate revenue to reduce our reliance on toll revenue and create more value for customers. The partnerships were structured by three different levels, Signature, Preferred and Official. The first partnership took place on November 26 when Verizon "Connection Day" representatives surprised Thanksgiving travelers with opportunities to win prizes, free services and giveaways from Amazon, Pandora, iTunes and others.

Five Customer Appreciation Events also provided a great way for us to reach out to customers directly to answer questions about *E-ZPass*, provide safety information and offer a fun and interactive stop during their travels. Turnpike partners like AVI Food Systems, Burger King, Hardees, HMS Host, Ohio Heartland Stores, Ohio State Highway Patrol, Panera Bread, Starbucks and Sunoco all donated their time and free samples for customers.



Martin S. Seekely
CFO/Comptroller

Ohio Turnpike and Infrastructure Commission

June 5, 2015

Jerry N. Hruby
Chairman

Joseph A. Balog
Vice Chairman

Sandra K. Barber
Secretary-Treasurer

George F. Dixon
Member

Timothy J. Paradiso
Member

Jerry Wray
Director of Transportation
Member Ex-Officio

Timothy S. Keen
Director of OBM
Member Ex-Officio

Gayle L. Manning
Ohio Senate Member

Michael D. Dovilla
Ohio House Member

Randy Cole
Executive Director

Ohio Turnpike and Infrastructure Commission and Executive Director:

The *Comprehensive Annual Financial Report* ("CAFR") of the Ohio Turnpike and Infrastructure Commission ("Commission") for the years ended December 31, 2014 and 2013, is hereby submitted. Responsibility for both the accuracy of the data and the completeness and fairness of the financial presentation, including all disclosures, rests with the CFO/Comptroller's Office of the Commission. To the best of my knowledge and belief, the accompanying data are accurate in all material respects and are reported in a manner designed to present fairly the financial position, results of operations and cash flows of the Commission. All disclosures necessary to enable the reader to gain an understanding of the Commission's financial activities have been included. Readers of these financial statements are encouraged to review Management's Discussion and Analysis for an overview of the Commission's financial position and the results of 2014 and 2013 operations.

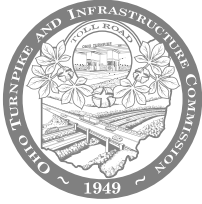
The accompanying financial statements include only the accounts and transactions of the Commission. The Commission is considered a component unit of the State of Ohio. The Commission has no component units.

Accounting Policies and Internal Controls

The Commission's reporting entity and its accounting policies are briefly described in Note 1 of the financial statements. The Commission is required to have annual audits of its financial statements by an independent certified public accountant approved by the Auditor of the State of Ohio.

The management of the Commission is responsible for establishing and maintaining internal controls designed to ensure that the assets of the Commission are protected from loss, theft or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America. The internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: 1) the cost of a control should not exceed the benefits likely to be derived; and 2) the valuation of costs and benefits requires estimates and judgments by management.

In addition to the independent audit, the Commission maintains its own Internal Audit Department. This department is responsible for strengthening and reviewing the Commission's internal controls. The Internal Audit Department performs its own in-depth operational and financial audits and provides assistance to the independent auditors as well.



Martin S. Seekely
CFO/Comptroller

Ohio Turnpike and Infrastructure Commission

Long-Term Financial Planning

The Commission prepares annual operating and capital budgets which are approved by the Commission before the start of the next calendar year. The operating budget contains the projected revenues, operating expenses, debt service payments and the net amount expected to be transferred to the capital funds for the next calendar year. The capital budget details the construction projects and equipment purchases planned for the year that are necessary to maintain the Turnpike in good condition.

Each year the Commission also prepares a long-term projection of future operating and capital budgets that projects revenues, expenses, debt service payments and capital expenditures for at least the next five years. The long-term projection is used to plan for the sequencing of large capital projects and to forecast the need for toll increases or debt issuances.

Awards

The Government Finance Officers Association of the United States and Canada ("GFOA") awarded a Certificate of Achievement for Excellence in Financial Reporting to the Ohio Turnpike and Infrastructure Commission for its *Comprehensive Annual Financial Report for the year ended December 31, 2013*. The Certificate of Achievement is a prestigious national award, recognizing conformance with the highest standards for preparation of state and local government financial reports. The Commission was the first Turnpike to be awarded this honor in 1985. Since then, the Commission has received this award for every year with the exceptions of 1989 and 1990, when no applications were submitted. In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current comprehensive annual financial report continues to meet to the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgments

Preparation of this report could not have been accomplished without the dedicated services of the staff of the CFO/Comptroller's Office, the Director of Audit and Internal Control, the Office of Marketing and Communications, and the various department heads and employees who assisted with and contributed to its preparation.

Respectfully submitted,

Martin S. Seekely
CFO/Comptroller



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Ohio Turnpike and Infrastructure
Commission**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2013

Executive Director/CEO

History and General Information

DRIVEN TO SUCCEED

ORGANIZATION AND BACKGROUND

The Ohio Turnpike and Infrastructure Commission ("Commission") is a body corporate and politic in the State of Ohio created by the Ohio Turnpike Act (Chapter 5537, Ohio Revised Code) adopted by the 98th Ohio General Assembly, effective September 1, 1949. The Commission is authorized and empowered to construct, maintain, repair, and operate the Turnpike system at such locations as shall be approved by the Governor of the State of Ohio and in accordance with such alignment and design standards as are approved by the Director of the Ohio Department of Transportation ("ODOT"). The Commission is also authorized and empowered to issue Turnpike Revenue Bonds of the State of Ohio, payable solely from Turnpike revenues. Under provisions of the Act, Turnpike Revenue Bonds shall not be deemed to constitute a debt or a pledge of faith and credit of the State or any political subdivision thereof.

In December of 1990, Substitute Senate Bill 7 was passed by the 118th Ohio General Assembly. This legislation became effective April 12, 1991, as revised Chapter 5537 of the Ohio Revised Code. Among its provisions, the legislation clarified and modernized the original 1949 Ohio Turnpike Act, provided additional authority to the Commission, and expanded the Commission by adding two non-voting members, one a member of the Ohio Senate and one a member of the Ohio House of Representatives. The legislation also created a Turnpike Oversight Committee (subsequently eliminated, then recreated through legislation) and, most significantly, permitted the existing Ohio Turnpike to remain a toll road after all outstanding bonds were paid.

On May 18, 1992, a Tripartite Agreement that had been entered into in 1964 among the Commission, ODOT and the Federal Highway Administration was modified as a result of the provisions of the Intermodal Surface Transportation Efficiency Act ("ISTEA") of 1991. The modified agreement canceled the requirement that the Ohio Turnpike become free to the public upon redemption of the bonds outstanding (which were redeemed on June 1, 1992) and permitted tolls to continue without repayment of certain federal financial assistance previously

received by ODOT for Interstate Highway approaches to the Turnpike.

Effective July 1, 1993, amendments to Chapter 5537 of the Ohio Revised Code were made by the Ohio General Assembly through provisions contained in Amended Substitute House Bill 154. Prior to these amendments, the Turnpike had been a project-by-project operation with each project being separate and was converted to a system of projects with revenue from one project capable of being used to support other projects within the system.

Amended Substitute House Bill 335 went into effect on October 17, 1996. Among other things, the bill recreated the Turnpike Oversight Committee; required the Commission to hold public hearings before it votes to change tolls on a toll project or take any action that will increase its sphere of responsibility beyond the Ohio Turnpike; and prohibited the Commission from expending any toll revenues generated by a Turnpike project to pay any part of the cost of unrelated projects.

Amendments to House Bill 699 (effective March 28, 2007) renamed the Turnpike Legislative Review Committee; requires the Commission to notify the Governor and legislative leaders prior to any toll change; and allows the appropriate chairs of Finance and



Governor and legislative leaders prior to any toll change; and allows the appropriate chairs of Finance and Transportation Committees to request the Commission to appear and review past budget results and to present its proposed budget. Additional amendments require the Commission to seek approval of the Office of Budget and Management (“OBM”) prior to any debt issuance, or any changes to the Master Trust Agreement. The amendments also require the Commission to submit its annual budget to OBM for review only at least 30 days before adoption. Finally, the legislation added the Director of Development and the Director of OBM as ex-officio, non-voting members of the Commission.

Amended Substitute House Bill 51 went into effect on July 1, 2013. Among other things, the bill renamed the Commission throughout the Turnpike Act and everywhere else in the Ohio Revised Code as the “Ohio Turnpike and Infrastructure Commission”; modified governance of the Commission to include two new members for a

who is a member ex-officio. The three remaining members, a state senator, a state representative and the Director of OBM have non-voting status. The two legislative members are named, respectively, by the President of the Senate and the Speaker of the House of Representatives. The Turnpike’s operations are further monitored by a six member Turnpike Legislative Review Committee.

HISTORY

The first completed section of the Ohio Turnpike, 22 miles from the Pennsylvania Turnpike at the Ohio- Pennsylvania border to an interchange at Mahoning County Road 18, nine miles west of the city of Youngstown, was opened for traffic on December 1, 1954. This Eastgate section had been rushed to completion to relieve congestion of traffic moving to and from the Pennsylvania Turnpike over state and other highways. The remaining 219 miles of the Turnpike were opened on October 1, 1955. As traffic flowed through the 17 interchanges



total of seven voting members; eliminated the Director of Development as a member; changed the terms of future members to five years; allowed the Commission to issue bonds for the purpose of funding infrastructure projects as defined under the statute; established rule making authority for the Commission concerning how application is to be made for infrastructure funding by the Director of Transportation based on approved Transportation Review Advisory Council projects; and established how toll and other revenues will be pledged to pay maintenance and operating expenses and debt service on both infrastructure projects and Turnpike projects.

THE COMMISSION

The Commission consists of ten members when at full strength, six of whom are appointed by the Governor with the advice and consent of the Senate, no more than three of whom are members of the same political party. Appointed members’ terms were for eight years until June 30, 2013; effective July 1, 2013 newly appointed members’ terms are for five years. The seventh member is the Director of ODOT,

and terminals, all service and operating functions were activated - restaurants and service stations, disabled vehicle service, maintenance buildings, the Ohio State Highway Patrol (“OSHP”), and the Turnpike radio communications system.

For the most part, the Turnpike has experienced a relatively steady increase in traffic volume and revenues. In 1956, the first calendar year of full operation, 8.5 million automobiles and 1.5 million trucks used the Turnpike. In 2014, the total annual traffic consisted of 40.3 million automobiles and 10.9 million trucks. Annual revenues from tolls, restaurant and service station concessionaire rentals and other sources rose from \$15,351,000 in 1956 to \$296,029,000 in 2014.

The Ohio Turnpike links the East and Midwest by virtue of its strategic position along the system that directly connects toll roads between Boston, New York City and Chicago, consisting of the Massachusetts Turnpike, New York Thruway, New Jersey Turnpike, Pennsylvania Turnpike, Ohio Turnpike, Indiana Toll Road and Chicago Skyway. Although commonly known and referred to as the Ohio Turnpike, the

toll road's official name is The James W. Shocknessy Ohio Turnpike in honor of the man who was a member and Chairman of the Ohio Turnpike and Infrastructure Commission from its inception in 1949 until his death in 1976.

The beginning of the National System of Interstate and Defense Highways early in 1956 resulted in the Commission scrapping plans to build several other toll roads in Ohio (but some of this planning was used in launching Ohio's interstate system). Thus, the Ohio Turnpike, which carries the designation of Project No. 1, is the one and only Turnpike project completed, operated and maintained by the Commission.

Even though the Commission receives no federal funding, all of the 241.26 mile Turnpike has been incorporated by the Federal Highway Administration into the Interstate Highway System. The Turnpike is designated Interstate Route 80/90 between the Ohio-Indiana line and the Lorain County West Interchange 142, Interstate Route 80 between the Lorain County West Interchange 142 and the Niles-

the entrance lanes of each toll plaza. Passenger cars weighing less than 7,000 pounds fell within Class 1 and all other vehicles fell within Classes 2-9, based on their gross weight. (Classes 10 and 11 applied to triple-trailer combinations and long combination vehicles.)

On October 1, 2009, the Ohio Turnpike and Infrastructure Commission implemented a new toll collection system, including electronic tolling collection technology (*E-ZPass*[®]). At that same time, the toll rate schedule and vehicle classification system were also revised. Vehicles traveling the Ohio Turnpike are now classified based on seven vehicle classifications, which was a reduction from the eleven classifications used previously. Vehicles are now classified based on the number of axles and height of the vehicle over the first two axles. The vehicle classification along with distance traveled still determines the appropriate toll; however, toll rates were adjusted to coincide with the compression of the vehicle classifications, along with the addition of *E-ZPass*[®]. Toll rates for customers using an *E-ZPass*[®] compatible



Youngstown Interchange 218, and Interstate Route 76 between the Niles-Youngstown Interchange 218 and the Ohio-Pennsylvania line.

ACCESS

The Turnpike is linked directly with Interstate Route 75, Interstate Route 280, Interstate Route 480, Interstate Route 71, Interstate Route 77 and Interstate Route 680. There are 31 interchanges on the Ohio Turnpike, 26 of which are accesses to and from U.S., Ohio and Interstate routes and two of which are terminals connecting, respectively, with the Pennsylvania Turnpike in the east and the Indiana Toll Road in the west. The remaining three interchanges connect with county or local roads.

TOLLS

Prior to October 1, 2009, toll charges for all vehicles were determined by gross-weight and distance traveled on the Turnpike. All vehicles were weighed while in motion upon entering the Turnpike on scales located at

transponder pay a lower toll for travel on the Ohio Turnpike than cash-paying customers. The Commission ended its previous charge account programs so that customers could take advantage of the same electronic tolling technology with *E-ZPass*[®].

PHYSICAL CHARACTERISTICS

The Ohio Turnpike mainline consists basically of two or three eastbound and westbound travel lanes of reinforced portland cement concrete, all of which has been resurfaced with asphaltic concrete, each flanked by paved shoulders 8 feet wide on the inside and 10 feet, 3 inches wide on the outside of the mainline roadway. The shoulders are hard surfaced with asphaltic concrete. The mainline roadways are separated by a center strip with a standard width between roadway lanes of 56 feet, consisting of 40 feet of grass median and the inside shoulders. The construction of the third lane eliminated the 56 foot center strip, replacing it with two 12 foot traffic lanes, two 14 foot 3 inch wide paved shoulders and a 50 inch high concrete barrier. The third lane section between Interchange 59 and Interchange 218 consists primarily of full



depth asphalt. Ascending grades are kept to a maximum of 2.00 percent and descending grades to a maximum of 3.14 percent. Horizontal and vertical curves are of sufficient radius to provide the best sight distance, as well as ease of travel.

All of the roads and railroads intersected by the Turnpike cross under or over the Turnpike's roadways by means of bridges. There are no crossings at grade. To preserve the minimum separation between roadways, twin bridges carry the roadways whenever the Turnpike crosses over other highways, railroads or rivers.

SERVICE PLAZAS

The Commission has seven pairs of service plaza facilities to serve customers. The Commission has contracted with several private companies to operate the restaurants and service stations at the Turnpike's service plazas. Restaurants and service stations are open 24-hours each day throughout the year. The service stations at the service plazas have gasoline, diesel fuel and assorted automotive accessories for sale. Turnpike maps, motel-hotel lists and other touring aids are also available. Prices for food, fuel and other items sold at the service plazas are competitive with those charged at similar, off-Turnpike establishments in the same general vicinities.

The Commission has replaced 14 of its original 16 service plazas with new, more modern structures. The service plazas located at Milepost ("MP") 49.0 in Lucas County have been demolished and there currently are no plans for their reconstruction. The original service plazas had been in operation since 1955 when the Turnpike was first opened to traffic from the Pennsylvania to the Indiana state borders.

Reconstruction of the first set of service plazas at MP 100 started in July of 1998 and opened to motorists in June of 1999. Work continued on the remaining service plazas along the Ohio Turnpike and facilities reopened to travelers at MP 170 in October of 1999, MP 197 in April of 2001, at MP 139.5 in May of 2002, at MP 76.9 in May of 2005, at MP 20.8 in June of 2011, and at MP 237.2 in May 2013.

TURNPIKE MAINTENANCE

Providing Turnpike customers with a well-maintained highway is a task performed by the Commission's maintenance crews. Personnel assigned to the eight maintenance buildings, spaced at approximately 30-mile intervals along the Turnpike, are responsible for keeping the Turnpike facilities operational and the roadway and pavement in comfortable-riding, clean and safe condition. Weather monitoring stations

along the road utilize embedded sensors in certain mainline bridges to provide advance notice of the need to initiate snow and ice operations.

OHIO STATE HIGHWAY PATROL (OSHP)

A special unit of the OSHP polices the Turnpike. OSHP operates patrol cars and airplanes to enforce the Commission's traffic regulations, as well as to perform service to ill, stranded or otherwise distressed travelers. Under a contract between the Commission and the OSHP, the Commission utilizes toll revenue to reimburse the patrol for all costs of operating on the Turnpike.

As part of its continued commitment to safety, the Commission has funded the implementation of Multi-Agency Radio Communications System ("MARCS") for OSHP on the Turnpike. This system enables OSHP troopers and law enforcement personnel serving communities adjacent to the Turnpike to effectively communicate with each other, thus providing an additional level of safety and support for both Turnpike motorists and for communities near the Turnpike corridor.

RADIO COMMUNICATIONS SYSTEMS

Two of the most modern, two-way radio communications systems to be found on any toll road are in operation on the Ohio Turnpike. Separate systems are maintained for the Commission and the OSHP. Of particular value to Turnpike customers is the use of the systems for emergency services including ambulance, EMS life flights, OSHP and wrecker service.

DISABLED VEHICLE SERVICE

Disabled vehicle services are available to assist temporarily stranded drivers in getting vehicles started again. On-the-spot service includes changing tires, supplying emergency gasoline, replacing broken fan belts and other minor repairs. Towing service is also available for the removal of vehicles requiring garage work off the Turnpike.

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Ohio Turnpike and Infrastructure Commission

2014 Comprehensive Annual Financial Report

FINANCIAL SECTION

FINANCIAL ADMINISTRATION

Martin Seekely

CFO/Comptroller

David Miller

Director of Audit and Internal Control

Lisa Mejac

Assistant Comptroller

Kevin Golick

Procurement Manager

Linda Birth

Payroll Manager

Gina Kilgore

Customer Service Center Supervisor

Carol Zanin

Administrative Assistant

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Independent Auditor's Report

Ohio Turnpike and Infrastructure Commission
Berea, Ohio

Report on the Financial Statements

We have audited the accompanying financial statements of the Ohio Turnpike and Infrastructure Commission (the "Commission"), a component unit of the State of Ohio, as of and for the years ended December 31, 2014 and 2013, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Commission's preparation and fair presentation of the financial statements 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 Commission's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Commission, as of December 31, 2014 and 2013, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.



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Ohio Turnpike and Infrastructure Commission
Berea, Ohio

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 20 – 23 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with 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

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Commission's basic financial statements. The introductory section and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 5, 2015 on our consideration of the Commission'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 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 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 Commission's internal control over financial reporting and compliance.

Cinni & Panichi, Inc.

Cleveland, Ohio
June 5, 2015

Management's Discussion and Analysis:

This section of the annual financial report presents the Commission's discussion and analysis of its financial position and the results of operations for the years ended December 31, 2014 and 2013. Please read it in conjunction with the Chairman's Letter, Executive Director's Year in Review, Letter of Transmittal, and History and General Information at the front of this report, and the Commission's financial statements and notes, which follow this section.

Financial Highlights

2014

- » The total number of vehicles that traveled the Ohio Turnpike in 2014 increased 1.9 percent and vehicle miles traveled increased 1.7 percent from the levels reached in 2013. The increase in vehicle miles traveled along with a 2.7 percent toll rate increase implemented on January 1, 2014 resulted in an increase in toll revenue of approximately \$10.0 million or 3.9 percent.
- » Operating expenses increased by \$5.2 million or 3.0 percent from 2013.
- » The Commission incurred \$190.8 million in Infrastructure Project reimbursement expenses in 2014 for previously approved Infrastructure Project costs that were expended by the Ohio Department of Transportation ("ODOT").
- » In 2014, the Commission made capital improvements totaling approximately \$93.8 million.

2013

- » The total number of vehicles that traveled the Ohio Turnpike in 2013 increased 1.0 percent and vehicle miles traveled increased 1.8 percent from the levels reached in 2012. The increase in vehicle miles traveled resulted in an increase in toll revenue of approximately \$2.1 million or 0.8 percent.
- » Total 2013 revenues exceeded expenses by \$49.6 million, providing additional resources for the Commission's ongoing Capital Improvement Program and allowing continued principal payments on outstanding bonds.
- » Operating expenses increased by \$0.2 million or 0.1 percent from 2012.
- » The Commission issued \$1.1 billion in senior and junior lien debt in 2013. The \$70 million in senior lien debt proceeds will be used to fund turnpike capital improvement projects and the \$930 million junior lien debt proceeds will be used to fund infrastructure projects around the State of Ohio.
- » In 2013, the Commission made capital improvements totaling approximately \$99.3 million.

	12/31/14	12/31/13	12/31/12
Assets			
Cash and Investments	\$ 1,120,594	\$ 1,297,350	\$ 202,126
Other Noncapital Assets	24,351	21,602	22,032
Capital Assets, Net	1,371,393	1,343,471	1,306,929
Total Assets	2,516,338	2,662,423	1,531,087
Deferred Outflows of Resources	19,582	21,349	23,222
Total Assets and Deferred Outflows of Resources	2,535,920	2,683,772	1,554,309
Liabilities and Net Assets			
Liabilities			
Current Liabilities	105,102	86,462	69,070
Long-Term Liabilities	1,625,726	1,639,975	577,488
Total Liabilities	1,730,828	1,726,437	646,558
Net Position			
Net Investment in Capital Assets	778,519	721,951	733,024
Restricted	244,206	252,232	47,533
Unrestricted	(217,633)	(16,848)	127,194
Total Net Position	805,092	957,335	907,751
Total Liabilities and Net Position	\$ 2,535,920	\$ 2,683,772	\$ 1,554,309

Assets

The condensed statements of net position information on the previous page show that cash and investments decreased by \$176.8 million in 2014. This decrease was primarily the result of \$172.6 million in payments to ODOT for reimbursement of funds spent on Infrastructure Projects. See Note 9 of the financial statements for more detailed information on Infrastructure Project payments. The \$2.7 million increase in other noncapital assets was due to a \$1.1 million increase in receivables and a \$1.7 million increase in inventories which were partially offset by a \$0.1 million decrease in prepaid expenses. Inventories of ice melting materials increased from lower than normal levels at the end of 2013 which were lower due to higher salt usage in December of 2013 as a result of higher than normal snowfall.

Cash and investments increased by \$1.095 billion in 2013. This increase was primarily the result of the issuance of \$1.068 billion in debt and positive cash flows from operating activities. The \$0.4 million decrease in other noncapital assets was due to a \$1.9 million decrease in inventories and a \$0.2 million decrease in prepaid expenses which were partially offset by a \$1.7 million increase in receivables. Inventories of ice melting materials decreased due to higher salt usage in December of 2013 as a result of higher than normal snowfall.

Capital assets increased by \$27.9 million in 2014 as the result of capital improvements of approximately \$93.8 million and depreciation expense of \$65.8 million. The 2014 capital improvements were primarily for the resurfacing of 71.6 lane miles of roadway, the construction of 4.6 new third lane miles, the full depth replacement of 22.2 lane miles, the rehabilitation of 25 bridges as well as the renovation of two service plazas. Capital assets increased by \$36.5 million in 2013 as the result of capital improvements of approximately \$99.3 million, depreciation expense of \$62.7 million and the disposal/write-offs of capital assets of \$0.1 million. The 2013 capital improvements were primarily for the resurfacing of 160 lane miles of roadway, the construction of 4.6 new third lane miles, the full depth replacement of 21.6 lane miles and the rehabilitation of 28 bridges. See Note 4 of the financial statements for more detailed information on the Commission's capital assets.

Liabilities

Current liabilities increased by \$18.6 million in 2014 primarily as a result of a \$18.2 million increase in infrastructure funds payable to the Department of Transportation, a \$1.1 million increase in unearned revenue and a \$0.8 million increase in bond interest and principal payable. These increases were partially offset by a \$2.4 million decrease in contracts and retained amounts payable. Current liabilities increased by \$17.4 million in 2013 primarily as a result of a \$16.1 million increase in bond interest and principal payable and a \$1.1 million increase in unearned revenue. The increase in bond interest and principal payable is due to the issuance of \$1.068 billion in debt in August 2013.

A decline in long-term liabilities of \$14.2 million in 2014 was primarily the result of principal payments on outstanding bonds of \$28.1 million offset by interest added to principal on capital appreciation bonds of \$17.7 million and a reduction of \$2.8 million in unamortized bond premiums. An increase in long-term liabilities in 2013 of \$1.063 billion was primarily the result of the issuance of new debt less principal payments on outstanding bonds of \$26.5 million. See Note 5 of the financial statements for more detailed information on long-term debt activity.

As described in Note 6 of the financial statements, the Commission has commitments for capital projects and major repairs and replacements of \$40.1 million and \$33.5 million as of December 31, 2014 and December 31, 2013, respectively. It is anticipated that these commitments will be financed from the Commission's cash balances. However, at the discretion of the Commission, additional bonds may be issued in the future to finance a portion of these costs.

The Ohio Turnpike and Infrastructure Commission's credit rating is among the highest of all the toll roads in the world. The current agency ratings are as follows:

<u>Agency</u>	<u>Senior Lien Bond Rating</u>	<u>Junior Lien Bond Rating</u>
Standard & Poor's	AA-	A+
Fitch Ratings	AA	A+
Moody's Investors Service	Aa3	A1

Net Position

Net investment in capital assets increased by \$56.6 million during 2014 as a result of \$28.1 million of bond principal payments discussed on the previous page combined with the \$27.9 million increase in capital assets. Of the \$244.2 million balance of restricted net position, \$167.7 million is restricted for debt service and \$75.3 million is restricted for capital improvements, in accordance with provisions of the Commission's Master Trust Agreement. The remaining \$1.2 million of restricted net position represents accumulated Ohio fuel tax allocations, which are also restricted for future capital improvements in accordance with Ohio law. The \$8.0 million decrease in restricted net position during 2014 is due to a \$10.0 million decrease in amounts restricted for capital projects, an additional \$1.5 million restricted for debt service and a \$0.5 million increase in amount of restricted Ohio fuel tax allocations. The \$200.8 million decrease in unrestricted net position is due to a \$152.2 million decrease in net position as a result of 2014 expenses that exceeded revenues, the increase in the amount of net investment in capital assets and the decrease in funds restricted for debt service and capital projects.

Net investment in capital assets decreased by \$11.1 million during 2013 as a result of the issuance of \$73.5 million of senior debt less \$26.5 million of bond principal payments discussed on the previous page combined with the \$36.5 million increase in capital assets. Of the \$252.2 million balance of restricted net position, \$166.2 million is restricted for debt service and \$85.4 million is restricted for capital improvements, in accordance with provisions of the Commission's Master Trust Agreement. The remaining \$0.6 million of restricted net position represents accumulated Ohio fuel tax allocations, which are also restricted for future capital improvements in accordance with Ohio law. The \$204.7 million increase in restricted net position during 2013 is due to a \$72.6 million increase in amounts restricted for capital projects, an additional \$134.4 million restricted for debt service and a \$2.3 million decrease in amount of restricted Ohio fuel tax allocations. The \$144 million decrease in unrestricted net position is due to the increase in the amount of funds in the senior debt service reserve fund, the establishment of the junior lien debt service reserve fund and the \$70 million increase in capital funds from the issuance of senior debt in 2013 offset by a \$49.6 million increase in net position as a result of 2013 revenues that exceeded expenses. See Note 5, Long-Term Obligations, for additional information on the Commission's 2013 debt issuance.

Changes in Net Position Information (Dollars in Thousands)

	Years Ended		
	12/31/14	12/31/13	12/31/12
Revenues:			
Operating Revenues:			
Tolls	\$ 264,621	\$ 254,638	\$ 252,544
Special Toll Permits	3,460	3,518	3,393
Concessions	15,078	14,088	12,984
Other	4,114	3,383	2,952
Nonoperating Revenues:			
State Fuel Tax Allocation	2,487	2,292	2,074
Investment Earnings	6,269	2,521	701
Total Revenues	296,029	280,440	274,648
Expenses:			
Operating Expenses:			
Administration and Insurance	9,762	9,293	9,936
Maintenance of Roadway and Structures	36,702	35,015	35,565
Services and Toll Operations	50,646	50,369	51,266
Traffic Control, Safety, Patrol and Communications	13,657	14,040	14,559
Depreciation	65,826	62,707	59,933
Nonoperating Expenses:			
Payments to the Ohio Department of Transportation	190,810	7,975	-
Interest Expense	81,130	51,455	26,590
(Gain) / Loss on Disposals / Write-Offs of Capital Assets	(261)	2	40
Total Expenses	448,272	230,856	197,889
Change in Net Position	(152,243)	49,584	76,759
Net Position - Beginning of Year, Restated	957,335	907,751	830,992
Net Position - End of Year	\$ 805,092	\$ 957,335	\$ 907,751

Toll revenues are the major source of funding for the Ohio Turnpike and Infrastructure Commission. Passenger car traffic volume increased by 1.5 percent and commercial traffic volume increased by 3.3 percent during 2014. Passenger car traffic volume increased by 0.8 percent and commercial traffic volume increased by 1.8 percent during 2013.

	<u>2014</u>	<u>2013</u>	<u>2012</u>
Traffic Volume (vehicles in thousands)			
Passenger Cars	40,345	39,742	39,418
Commercial Vehicles	10,923	10,570	10,386
Total	<u>51,268</u>	<u>50,312</u>	<u>49,804</u>

The number of miles traveled by passenger cars increased by 0.8 percent while the miles traveled by commercial vehicles increased by 3.5 percent during 2014. Toll rates were increased for all classes of vehicles by 2.7 percent on January 1, 2014. The toll rate increase and the increase in passenger car vehicle miles traveled was partially offset by the effect of increased *E-ZPass*[®] use, which resulted in an increase in toll revenue from passenger cars of approximately \$2.0 million or 1.8 percent. Revenues from commercial vehicles increased \$7.9 million or 5.6 percent in 2014 as a result of the toll rate increase and the increase in commercial vehicle miles traveled.

The number of miles traveled by passenger cars increased by 1.8 percent while the miles traveled by commercial vehicles increased by 1.9 percent during 2013. The increase in passenger car vehicle miles traveled was partially offset by the effect of increased *E-ZPass*[®] use, which resulted in an increase in toll revenue from passenger cars of approximately \$0.4 million or 0.4 percent. Revenues from commercial vehicles increased \$1.7 million or 1.2 percent in 2013 as a result of the increase in commercial vehicle miles traveled.

	<u>2014</u>	<u>2013</u>	<u>2012</u>
Toll Revenues (dollars in thousands)			
Passenger Cars	\$ 114,871	\$ 112,820	\$ 112,428
Commercial Vehicles	149,750	141,818	140,116
Total	<u>\$ 264,621</u>	<u>\$ 254,638</u>	<u>\$ 252,544</u>

Total expenses increased by \$217.4 million or 94.2 percent in 2014 compared to the prior year. Fringe benefit expenses, which are allocated to each area based on wages, increased \$2.5 million over 2013 due to higher health insurance costs and higher workers' compensation costs. The 5.0 percent increase in Administration and Insurance expense was primarily due to the increase in fringe benefit costs. The 4.8 percent increase in Maintenance of Roadway and Structures expense is the result of higher wages, higher fringe benefit costs and increased snow and ice removal costs due to harsher winter weather in 2014. The 0.5 percent increase in Services and Toll Operations expense is due primarily to higher fringe benefit costs and higher credit card fees partially offset by a one-time charge in 2013 for the demolition of a set of service plazas that are not currently planned to be reconstructed. The Commission made \$190.8 million in payments to the Ohio Department of Transportation in 2014 to pay for Infrastructure Projects. See Note 9, Payments for State Infrastructure Projects, for more information on these payments. Interest expense increased \$29.7 million in 2014 due to the issuance of additional debt in August of 2013.

Total expenses increased by \$33.0 million or 16.7 percent in 2013 compared to the prior year. Fringe benefit expenses, which are allocated to each area based on wages, decreased \$4.9 million over 2012 due to lower health insurance costs and lower workers' compensation costs. The 6.5 percent decrease in Administration and Insurance expense was primarily due to the decrease in fringe benefit costs. The 1.5 percent decrease in Maintenance of Roadway and Structures expense is the result of lower fringe benefit costs partially offset by increased snow and ice removal costs due to harsher winter weather in 2013. The 1.7 percent decrease in Services and Toll Operations expense is due primarily to lower fringe benefit costs, lower toll collector wages and lower utility costs partially offset by a one-time charge for the demolition of a set of service plazas that are not currently planned to be reconstructed. The Commission made its first payments to the Ohio Department of Transportation totaling \$8.0 million in 2013 to pay for Infrastructure Projects. Interest expense increased \$24.9 million in 2013 due to the issuance of additional debt in August of 2013.

Statements of Net Position (In Thousands)

	12/31/14	12/31/13
Assets and Deferred Outflows of Resources		
Current Assets:		
Unrestricted Current Assets:		
Cash and Cash Equivalents	\$ 53,068	\$ 74,945
Investments, at Fair Value	39,591	10,103
Accounts Receivable	14,621	13,492
Inventories	6,024	4,337
Other	1,955	2,069
Total Unrestricted Current Assets	115,259	104,946
Restricted Current Assets:		
Cash and Cash Equivalents	15,758	17,843
Investments, at Fair Value	185,052	184,376
State Fuel Tax Allocation Receivable	402	395
Other	1,349	1,309
Total Restricted Current Assets	202,561	203,923
Total Current Assets	317,820	308,869
Noncurrent Assets:		
Restricted Cash and Cash Equivalents	111,449	274,499
Restricted Investments, at Fair Value	715,676	735,584
Capital Assets, Net	1,371,393	1,343,471
Total Noncurrent Assets	2,198,518	2,353,554
Total Assets	2,516,338	2,662,423
Deferred Outflows of Resources	19,582	21,349
Total Assets and Deferred Outflows of Resources	\$ 2,535,920	\$ 2,683,772
Liabilities and Net Position		
Current Liabilities:		
Current Liabilities Payable from Unrestricted Assets:		
Accounts Payable	\$ 3,920	\$ 3,328
Accrued Wages and Benefits	3,456	3,646
Compensated Absences	4,376	4,686
Claims and Judgments	1,676	1,482
Contamination Remediation Costs Payable	236	281
Other Liabilities	7,651	6,515
Toll Agency Payable	2,718	2,162
Total Current Liabilities Payable from Unrestricted Assets	24,033	22,100
Current Liabilities Payable from Restricted Assets:		
Accrued Wages and Benefits	27	4
Contracts Payable and Retained Amounts	8,387	10,753
Infrastructure Funds Payable to Ohio Department of Transportation	18,239	0
Interest Payable	24,971	25,460
Bonds Payable	29,445	28,145
Total Current Liabilities Payable from Restricted Assets	81,069	64,362
Total Current Liabilities	105,102	86,462
Noncurrent Liabilities:		
Compensated Absences	5,713	5,685
Claims and Judgments	523	373
Contamination Remediation Costs Payable	540	409
Bonds Payable	1,618,950	1,633,508
Total Noncurrent Liabilities	1,625,726	1,639,975
Total Liabilities	1,730,828	1,726,437
Net Position:		
Net Investment in Capital Assets	778,519	721,951
Restricted for Debt Service	167,668	166,196
Restricted for Capital Projects	76,538	86,036
Unrestricted	(217,633)	(16,848)
Total Net Position	805,092	957,335
Total Liabilities and Net Position	\$ 2,535,920	\$ 2,683,772

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

Statements of Revenues, Expenses and Changes in Net Position (In Thousands)

	For the Years Ended	
	12/31/14	12/31/13
Operating Revenues:		
Pledged as Security for Revenue Bonds:		
Tolls	\$ 264,621	\$ 254,638
Special Toll Permits	3,460	3,518
Concessions	14,437	13,483
Leases and Licenses	1,085	1,091
Other Revenues	3,020	2,281
Unpledged Concession Revenues:		
Concessions	641	605
Other Revenues	9	11
Total Operating Revenues	287,273	275,627
Operating Expenses:		
Administration and Insurance	9,762	9,293
Maintenance of Roadway and Structures	36,702	35,015
Services and Toll Operations	50,646	50,369
Traffic Control, Safety, Patrol and Communications	13,657	14,040
Depreciation	65,826	62,707
Total Operating Expenses	176,593	171,424
Operating Income	110,680	104,203
Nonoperating Revenues / (Expenses):		
State Fuel Tax Allocation	2,487	2,292
Investment Earnings Pledged as Security for Revenue Bonds	1,793	366
Investment Earnings - Unpledged	4,476	2,155
Gain / (Loss) on Disposals / Write-Offs of Capital Assets	261	(2)
Ohio Department of Transportation Infrastructure Project Expense	(190,810)	(7,975)
Interest Expense	(81,130)	(51,455)
Total Nonoperating Revenues / (Expenses)	(262,923)	(54,619)
(Decrease) / Increase in Net Position	(152,243)	49,584
Net Position - Beginning of Year	957,335	907,751
Net Position - End of Year	\$ 805,092	\$ 957,335

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

Statements of Cash Flows (In Thousands)

	For the Years Ended	
	12/31/14	12/31/13
Cash Flows from Operating Activities:		
Cash Received from Customers	\$ 282,098	\$ 272,052
Cash Received from Other Operating Revenues	5,867	4,812
Cash Payments for Employee Salaries, Wages and Fringe Benefits	(71,718)	(70,141)
Cash Payments for Goods and Services	(40,239)	(38,306)
Net Cash Provided by Operating Activities	176,008	168,417
Cash Flows from Noncapital Financing Activities:		
Payments to the Ohio Department of Transportation	(172,572)	(7,975)
Proceeds from Sale of Bonds - Par Amount	-	994,813
Proceeds from Sale of Bonds - Premium / (Discount)	-	17,776
Bond Issuance Costs	-	(3,519)
State Fuel Tax Allocation	2,480	2,242
Net Cash (Used In) / Provided by Noncapital Financing Activities	(170,092)	1,003,337
Cash Flows from Capital and Related Financing Activities:		
Proceeds from Sale of Assets	313	83
Proceeds from Sale of Bonds - Par Amount	-	73,495
Proceeds from Sale of Bonds - Premium / (Discount)	-	1,055
Acquisition and Construction of Capital Assets	(93,889)	(97,079)
Bond Issuance Costs	-	(195)
Principal Paid on Bonds	(28,145)	(26,455)
Interest Paid on Bonds	(67,242)	(28,768)
Net Cash Used in Capital and Related Financing Activities	(188,963)	(77,864)
Cash Flows from Investing Activities:		
Interest Received on Investments	6,070	1,664
Proceeds from Sale and Maturity of Investments	291,986	121,670
Purchase of Investments	(302,021)	(973,665)
Net Cash Used in Investing Activities	(3,965)	(850,331)
Net (Decrease) / Increase in Cash and Cash Equivalents	(187,012)	243,559
Cash and Cash Equivalents - Beginning of Year	367,287	123,728
Cash and Cash Equivalents - End of Year	\$ 180,275	\$ 367,287
Reconciliation of Operating Income to Net Cash Provided by Operating Activities:		
Operating Income	\$ 110,680	\$ 104,203
Adjustments to Reconcile Operating Income to Net Cash Provided by Operating Activities:		
Depreciation	65,826	62,707
Change in Assets and Liabilities:		
Accounts Receivable	(1,197)	(447)
Inventories	(1,687)	1,866
Other Assets	121	248
Accounts Payable	592	(195)
Accrued Salaries, Wages and Benefits	(167)	264
Compensated Absences	(282)	(494)
Claims and Judgments	344	(1,575)
Contamination Remediation	86	193
Other Liabilities	1,692	1,647
Net Cash Provided by Operating Activities	\$ 176,008	\$ 168,417
Noncash Investing and Capital Activities:		
Increase / (Decrease) in Fair Value of Investments	\$ 145	\$ (216)
Disposals / Write-Offs of Capital Assets	(52)	(87)
Increase in Capital Assets due to Capitalized Interest Costs	(2,276)	(1,154)
Increase / (Decrease) in Capital Assets due to Decrease in Contracts Payable	2,366	(1,102)
Gain from Fixed Asset Trade-in	(2)	(5)
Amortization of Bond Premiums and Refunding Losses Classified as Interest Expense	1,017	672
Accretion in Capital Appreciation Bonds	17,671	6,387

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

Notes to Financial Statements

For the Years ended December 31, 2014 and 2013

(1) SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

In accordance with the provisions of Governmental Accounting Standards Board ("GASB") Statement No. 14, *The Financial Reporting Entity*, and GASB Statement No. 39, *Determining Whether Certain Organizations are Component Units (an amendment of GASB Statement No. 14)*, the accompanying financial statements include only the accounts and transactions of the Ohio Turnpike and Infrastructure Commission ("Commission", "Ohio Turnpike" or "Turnpike"). Under the criteria specified in these GASB Statements, the Commission is considered a component unit of the State of Ohio because the Governor appoints the voting members of the Commission and the State is financially accountable for the Commission since the State has the potential to receive a financial benefit from the Commission. The Commission has no component units.

Basis of Accounting

The accompanying financial statements were prepared in accordance with accounting principles generally accepted in the United States of America, as prescribed by the GASB. The statements were prepared using the economic resources measurement focus and the accrual basis of accounting. All transactions are accounted for in a single proprietary (enterprise) fund.

New Accounting Pronouncements

During 2014, the Commission implemented GASB issued Statement No. 67, *Financial Reporting for Pension Plans*. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

In June 2012, the GASB issued Statement No. 68, *Accounting and Financial Reporting for Pensions*. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2014. The Commission has not determined the impact that this Statement will have on its financial statements or disclosures.

During 2014, the Commission implemented GASB issued Statement No. 69, *Government Combinations and Disposals of Government Operations*. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2014, the Commission implemented GASB issued Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

In November 2013, the GASB issued Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date*. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2014. The Commission has not determined the impact, if any, that this Statement will have on its financial statements or disclosures.

Net Position Classifications

GASB Statement No. 34, *Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments*, require the classification of net position into the following three components:

- » Net Investment in Capital Assets – consisting of capital assets, net of accumulated depreciation and reduced by the outstanding balance of borrowings that are attributable to the acquisition, construction, or improvement of those assets.
- » Restricted – consisting of net position, the use of which is limited by external constraints imposed by creditors (such as through debt covenants), grantors, contributors, laws or regulations of other governments, constitutional provisions or enabling legislation.
- » Unrestricted – consisting of net position that does not meet the definition of "net investment in capital assets" or "restricted".

Cash Equivalents

Cash equivalents are defined as highly liquid investments, including overnight repurchase agreements, negotiated order of withdrawal accounts, money market funds and certificates of deposit maturing within 90 days of purchase. Commission investments in overnight repurchase agreements and money market mutual funds, which have remaining maturities of one year or less, are carried at amortized cost, which approximates fair value.

Investments

In the accompanying Statements of Net Position, investments are comprised of certificates of deposit maturing beyond 90 days of purchase, U.S. instrumentality securities and shares in the State Treasury Asset Reserve of Ohio ("STAR Ohio") investment pool. Commission investments in STAR Ohio are carried at amortized cost, which approximates fair value. All other Commission investments are recorded at fair value based on quoted market prices with all related investment income, including the change in the fair value of investments and realized gains and losses, reflected in the Commission's net income.

STAR Ohio is an investment pool created pursuant to Ohio statutes and is managed by the Treasurer of the State of Ohio. The Commission does not own identifiable securities of the pool; rather, it participates as a shareholder of the pool. STAR Ohio is not registered with the Securities and Exchange Commission as an investment company, but does operate in a manner consistent with Rule 2a7 of the Investment Company Act of 1940. The fair value of the Commission's position in the pool is the same as the value of the pool shares.

Accounts Receivable

Accounts receivable consist of various tolls, charges and amounts due from individuals, commercial companies and other agencies and concession revenues receivable from operators of food and fuel concessions at the Commission's service plazas. Toll accounts receivable from E-ZPass® post-paid customers are guaranteed by a surety bond. Reserves for uncollectible accounts receivable are established based on specific identification and historical experience.

Inventories

Inventories consist of materials and supplies that are valued at cost (first-in, first-out). The cost of inventory items is recognized as an expense when used.

Property and Depreciation

Property, roadway, and equipment with an original cost of \$1,000 or more are capitalized and reported at cost. The costs of normal maintenance and repairs are charged to operations as incurred.

Depreciation is computed using the straight-line method over the estimated useful lives of the assets as follows:

<u>Description</u>	<u>Years</u>
Buildings, roadway and structures	40
Bridge painting and guardrail	20
Roadway resurfacing	8-12
Building improvements	10
Machinery, equipment and vehicles	5-10

Depreciation expense is included in the Statements of Revenues, Expenses and Changes in Net Position.

Capitalization of Interest

Capitalized interest is included in the cost of constructed assets and is depreciated on the straight-line basis over the estimated useful lives of such assets. The amount of interest capitalized is based on the cost of assets under construction and the interest cost of eligible borrowings, less investment earnings, if any, on the related bond proceeds. Interest of \$2,276,000 and \$1,154,000 was capitalized for the years ended December 31, 2014 and 2013, respectively.

Bond Issuance Costs, Discounts / Premiums, and Advance Debt Refundings

Bond issuance costs are expensed as incurred. Unamortized bond discounts and premiums are netted against long-term debt. Bond discounts and premiums are amortized to interest expense over the lives of the applicable bonds. Unamortized advance debt refunding losses are classified as deferred outflows of resources and are amortized to interest expense over the lives of the refunded bonds.

Compensated Absences

Vacation leave accumulates to all full-time employees of the Commission, ranging from 10 to 25 days per year, and any unused amounts are paid upon retirement or termination. The Commission records a liability for all vacation leave earned.

Sick leave accumulates to all full-time employees of the Commission, at the rate of 15 days per year with additional amounts for overtime worked. A portion of unused sick leave may be payable at the request of an employee or upon termination or retirement. The Commission uses the vesting method to calculate its liability for unused sick leave, to the extent that it is probable that benefits will be paid in cash.

Operating / Nonoperating Activities

Operating revenues and expenses, as reported on the Statements of Revenues, Expenses and Changes in Net Position, are those that result from exchange transactions such as payments received for providing services and payments made for goods and services received.

Tolls, the principal source of Commission operating revenues, are recognized as vehicles use the Turnpike. For toll calculation purposes, through September 30, 2009 vehicles were assigned to one of eleven weight-based classifications. Tolls were assessed based on the vehicle classification and the distance traveled. Effective October 1, 2009, the Commission implemented a new toll collection system that includes electronic toll collection in the form of E-ZPass®, which is interoperable among a network of 26 northeastern U.S. toll agencies. Concurrent with the implementation of the new toll collection system and E-ZPass®, the Commission converted its weight-based vehicle classification system to a methodology that classifies vehicles based upon the number of axles and the height over the first two axles. Axle-based toll rates were implemented along with E-ZPass® on

October 1, 2009. As an incentive to utilize electronic tolling, the new toll rates are lower for customers who use E-ZPass[®] than for those who pay at the toll booths.

In addition to tolls, the other major source of operating revenue is concessions from the operation of the Commission's service plazas. Concession revenues arise from contracts entered into for the operation of the restaurants and service stations on the Turnpike. The operators pay fees based in part on percentages of gross sales (as defined in the respective contracts). As provided by Ohio law, the Commission also receives nonoperating revenue of five cents in Ohio fuel taxes for each gallon of fuel sold at the Commission's service plazas. The Commission's revenues are recognized when the operators make the sales. All other revenues are recognized when earned.

Operating expenses include the costs of operating and maintaining the Commission's roadway, bridges, toll plazas, service plazas and other facilities, as well as administrative expenses and depreciation on capital assets. The Commission's practice is to first apply restricted resources when expenditures are made for purposes for which both unrestricted and restricted resources are available.

All revenues and expenses not meeting the definition of operating activities identified above are reported as nonoperating activities, including the allocation of Ohio fuel tax revenues, investment earnings, payments to the Ohio Department of Transportation, interest expense and gains/losses on disposals/write-offs of capital assets.

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 amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

Reclassifications

Certain accounts in the prior year financial statements have been reclassified to conform with the presentation in the current year financial statements.

(2) DEPOSITS AND INVESTMENTS

Deposits

The Commission had \$337,000 and \$324,000 in undeposited cash on hand at December 31, 2014 and December 31, 2013, respectively. The carrying amount of the Commission's deposits as of December 31, 2014 was \$11,006,000 as compared to bank balances of \$12,917,000. The carrying amount of the Commission's deposits as of December 31, 2013 was \$11,689,000 as compared to bank balances of \$13,380,000. All of the bank balances were covered by federal depository insurance or collateralized with securities held in joint custody accounts in the name of the pledging financial institution at the Federal Reserve Bank of Boston, Massachusetts.

Investments

As of December 31, the Commission's investment balances (in thousands) were as follows:

Investment Type	2014	2013
Federal National Mortgage Association	\$ 374,453	\$ 430,849
Federal Home Loan Mortgage Corporation	251,825	202,855
Federal Home Loan Bank	231,468	176,968
Collateralized Overnight Repurchase Agreements	103,090	156,205
Negotiable Order of Withdrawal Accounts	65,143	198,690
Federal Farm Credit Bureau	48,951	76,234
Federal Agricultural Mortgage Corporation	23,455	33,011
State Treasury Asset Reserve of Ohio	10,167	10,146
Money Market Mutual Funds	699	379
Total Investments	\$ 1,109,251	\$ 1,285,337

Federal National Mortgage Association securities totaling \$35,131,000 and Federal Home Loan Mortgage Corporation securities totaling \$76,148,000 with maturities between one and five years, are callable within one year from December 31, 2014. Federal National Mortgage Association securities totaling \$106,729,000, Federal Home Loan Mortgage Corporation securities totaling \$25,011,000 and Federal Home Loan Bank securities totaling \$16,560,000 with maturities between one and five years, are callable within one year from December 31, 2013.

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. As a means of limiting exposure to fair value losses arising from rising interest rates, the Commission's Investment Policy provides that selection of investment maturities be consistent with projected cash requirements and the objective of avoiding the forced sale of securities prior to maturity. In addition, the Commission's Investment Policy and Ohio law prescribe that all Commission investments mature within five years of purchase, unless the investment is matched to a specific obligation or debt of the Commission.

As of December 31, 2014, the Commission's investment balances and maturities (in thousands) were as follows:

Investment Type	Value	Maturities	
		Less than 1	1-5
Federal National Mortgage Association	\$ 374,453	\$ 53,588	\$ 320,865
Federal Home Loan Mortgage Corporation	251,825	80,444	171,381
Federal Home Loan Bank	231,468	160,445	71,023
Collateralized Overnight Repurchase Agreements	103,090	103,090	–
Negotiable Order of Withdrawal Accounts	65,143	65,143	–
Federal Farm Credit Bureau	48,951	48,951	–
Federal Agricultural Mortgage Corporation	23,455	23,455	–
State Treasury Asset Reserve of Ohio	10,167	10,167	–
Money Market Mutual Funds	699	699	–
Total Investments	\$ 1,109,251	\$ 545,982	\$ 563,269

As of December 31, 2013, the Commission's investment balances and maturities (in thousands) were as follows:

Investment Type	Value	Maturities	
		Less than 1	1-5
Federal National Mortgage Association	\$ 430,849	\$ 12,685	\$ 418,164
Federal Home Loan Mortgage Corporation	202,855	12,698	190,157
Negotiable Order of Withdrawal Accounts	198,690	198,690	–
Federal Home Loan Bank	176,968	10,344	166,624
Collateralized Overnight Repurchase Agreements	156,205	156,205	–
Federal Farm Credit Bureau	76,234	2,344	73,890
Federal Agricultural Mortgage Corporation	33,011	8,005	25,006
State Treasury Asset Reserve of Ohio	10,146	10,146	–
Money Market Mutual Funds	379	379	–
Total Investments	\$ 1,285,337	\$ 411,496	\$ 873,841

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The Commission's Investment Policy authorizes investments in obligations of the U.S. Treasury, U.S. agencies and instrumentalities, certificates of deposit, STAR Ohio, money market mutual funds, repurchase agreements and General Obligations of the State of Ohio rated AA or higher by a rating service. As of the Statements

of Net Position dates, the Commission's investments in U.S. instrumentalities (Federal National Mortgage Association, Federal Home Loan Mortgage Corporation, Federal Home Loan Bank, and Federal Farm Credit Bureau) were all rated AA+ by Standard & Poor's and Aaa by Moody's Investors Service. The Commission's investment in the U.S. instrumentality, Federal Agricultural Mortgage Corporation, is not rated by any of the major credit rating agencies. STAR Ohio, as well as the money market mutual funds in which the Commission had investments, were rated AAAm by Standard & Poor's.

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of the failure of a counterparty to a transaction, the Commission will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Commission's Investment Policy requires that all deposits be secured by collateral held in safekeeping for the benefit of the Commission by a Federal Reserve Bank. The Commission's Investment Policy also requires that, excluding Debt Service Fund investments, all U.S. Treasury Obligations, U.S. Agency Obligations, U.S. Instrumentality Obligations, and General Obligations of the State of Ohio purchased by the Commission be held in third-party safekeeping for the benefit of the Commission at a bank or savings and loan association that is eligible to be a depository of public moneys under Section 135.04 of the Ohio Revised Code and that is also authorized under Ohio law to act as trustee for the safekeeping of securities.

As of the Statements of Net Position dates, all Commission deposits and investments in overnight repurchase agreements and negotiable order of withdrawal accounts were fully secured by collateral held in joint custody accounts in the name of the Ohio Turnpike and Infrastructure Commission and the pledging financial institution at the Federal Reserve Bank of Boston, Massachusetts. Excluding Debt Service Fund investments, all U.S. Instrumentality Obligations held by the Commission were held in safekeeping for the benefit of the Commission by the Trust Department at Fifth Third Bank, Cincinnati, Ohio as of December 31, 2014 and the Trust Department at KeyBank, Cleveland, Ohio as of December 31, 2013. As of December 31, 2014 and December 31, 2013, Debt Service Fund investments in U.S. instrumentality securities with fair values totaling \$185,052,000 and \$184,376,000, respectively, were held by The Huntington National Bank ("Trustee") for the payment of interest and principal on the Commission's outstanding bonds as required by the Commission's Master Trust Agreement as amended and supplemented (see Note 5). Assets held by the Trustee as a custodial agent are considered legally separate from the other assets of The Huntington National Bank.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude of investment in a single issuer. The Commission's Investment Policy provides that 100 percent of its average monthly portfolio may be invested in U.S. Treasury Obligations, fixed-rate non-callable U.S. Agency or Instrumentality Obligations, or collateralized overnight repurchase agreements. The Investment Policy further provides that a maximum of 50 percent of its average monthly portfolio may be invested in callable U.S. Agency or Instrumentality Obligations, STAR Ohio or certificates of deposit. The Investment Policy also provides that a maximum of 25 percent of its average monthly portfolio may be invested in variable-rate U.S. Agency or Instrumentality Obligations, uncollateralized repurchase agreements maturing beyond one day, general obligations of the State of Ohio and money market mutual funds. As of December 31, 2014, more than five percent of the Commission's portfolio was invested in collateralized overnight repurchase agreements and collateralized negotiable order of withdrawal accounts, as well as each of the following U.S. instrumentalities: Federal Home Loan Bank, Federal National Mortgage Association, Federal Home Loan Mortgage Corporation. As of December 31, 2013, more than five percent of the Commission's portfolio was invested in collateralized overnight repurchase agreements and collateralized negotiable order of withdrawal accounts, as well as each of the following U.S. instrumentalities: Federal Home Loan Bank, Federal National Mortgage Association, Federal Home Loan Mortgage Corporation, Federal Farm Credit Bureau.

(3) ACCOUNTS RECEIVABLE

The composition of unrestricted accounts receivable (in thousands) as of December 31, is summarized as follows:

	2014	2013
Tolls	\$ 12,247	\$ 11,104
Concessions	1,299	1,381
Other	1,237	1,161
Less: Allowance for Doubtful Accounts	(162)	(154)
Total Accounts Receivable	\$ 14,621	\$ 13,492

(4) CAPITAL ASSETS

Capital asset activity (in thousands) for the years ended December 31, 2014 and 2013 was as follows:

	Balance 12/31/13	Increases	Decreases	Balance 12/31/14
Capital Assets Not Being Depreciated:				
Land	\$ 38,211	\$ -	\$ -	\$ 38,211
Construction In Progress	21,919	87,620	(103,063)	6,476
Total Capital Assets Not Being Depreciated	60,130	87,620	(103,063)	44,687
Other Capital Assets:				
Roadway and Structures	1,636,257	99,423	(8,854)	1,726,826
Buildings and Improvements	497,656	3,647	(306)	500,997
Machinery and Equipment	85,191	6,174	(2,702)	88,663
Total Other Capital Assets at Historical Cost	2,219,104	109,244	(11,862)	2,316,486
Less Accumulated Depreciation for:				
Roadway and Structures	(734,312)	(44,046)	8,855	(769,503)
Buildings and Improvements	(147,605)	(14,290)	262	(161,633)
Machinery and Equipment	(53,846)	(7,490)	2,692	(58,644)
Total Accumulated Depreciation	(935,763)	(65,826)	11,809	(989,780)
Other Capital Assets, Net	1,283,341	43,418	(53)	1,326,706
Total Capital Assets, Net	\$ 1,343,471	\$ 131,038	\$ (103,116)	\$ 1,371,393
Capital Assets Not Being Depreciated:				
Land	\$ 38,211	\$ -	\$ -	\$ 38,211
Construction In Progress	42,347	96,362	(116,790)	21,919
Total Capital Assets Not Being Depreciated	80,558	96,362	(116,790)	60,130
Other Capital Assets:				
Roadway and Structures	1,586,156	74,348	(24,247)	1,636,257
Buildings and Improvements	455,398	42,442	(184)	497,656
Machinery and Equipment	84,345	2,978	(2,132)	85,191
Total Other Capital Assets at Historical Cost	2,125,899	119,768	(26,563)	2,219,104
Less Accumulated Depreciation for:				
Roadway and Structures	(717,007)	(41,525)	24,220	(734,312)
Buildings and Improvements	(134,030)	(13,727)	152	(147,605)
Machinery and Equipment	(48,491)	(7,455)	2,100	(53,846)
Total Accumulated Depreciation	(899,528)	(62,707)	26,472	(935,763)
Other Capital Assets, Net	1,226,371	57,061	(91)	1,283,341
Total Capital Assets, Net	\$ 1,306,929	\$ 153,423	\$ (116,881)	\$ 1,343,471

(5) LONG-TERM OBLIGATIONS

In accordance with Ohio law and the Commission's Amended and Restated Master Trust Agreement ("Senior Lien Trust Agreement"), dated April 8, 2013, as amended by the Nineteenth Supplemental Trust Agreement, and the Junior Lien Master Trust Agreement ("Junior Lien Trust Agreement"), dated August 1, 2013, as amended by the first supplemental Junior Lien Trust Agreement (collectively, the "Trust Agreements") the Commission has issued revenue bonds payable solely from the Commission's System Pledged Revenues, as defined by the Trust Agreements. The bond proceeds have been used to either help fund the purchase or construction of capital assets, to refund other Turnpike revenue bonds or to fund infrastructure projects constructed by the Ohio Department of Transportation. Gross Pledged Revenues include tolls, special toll permits, certain realized investment earnings, appropriations from the Ohio Department of Transportation (if any), and revenue derived from leases, licenses, royalties, advertising, miscellaneous sales, fees, charges and certain concession revenues. The Commission's outstanding bonds do not constitute general obligations of the Commission or the State of Ohio. Neither the general credit of the Commission nor the State of Ohio is pledged for the payment of the bonds.

Under the terms of the Trust Agreements, the Commission covenants to charge and collect sufficient tolls in order that annual Gross Pledged Revenues equal at least the sum of the following: 1) annual operating, maintenance and administrative costs paid from Pledged Revenues; 2) required deposits to maintain an expense reserve account equal to one-twelfth of budgeted annual operating, maintenance and administrative costs paid from Pledged Revenues; 3) budgeted annual amounts for renewal and replacement costs; and 4) composite annual debt service on its outstanding bonds.

The Commission also covenants that its System Pledged Revenues (annual Gross Pledged Revenues less annual operating, maintenance and administrative costs paid from Pledged Revenues and the required annual deposit to the expense reserve account) will equal at least 120 percent of the composite annual net debt service on its outstanding bonds. The Commission also covenants that its System Pledged Revenues during the fiscal year immediately preceding the issuance of additional senior lien bonds, or during any 12 consecutive calendar months selected by the Commission out of the 15 consecutive calendar months immediately preceding such issuance, will equal at least 150 percent of the maximum annual debt service on its senior lien bonds then outstanding and the senior lien bonds proposed to be issued. The Commission also covenants that, based on reasonable assumptions, its System Pledged Revenues are projected to be at least 150 percent of composite annual debt service for the then current year and each successive year during which the junior lien bonds then outstanding, the senior lien bonds then outstanding, the junior lien bonds proposed to be issued and any senior lien bonds then proposed to be issued will be outstanding.

The Commission also covenants that prior to reducing any toll rates on other than a temporary basis, it will engage the services of an independent consultant to estimate the Commission's Gross Pledged Revenues for each year during which Commission bonds are scheduled to be outstanding and, based on these estimated revenues, the Commission covenants that its System Pledged Revenues will equal at least 150 percent of its net composite annual debt service for each year during which Commission bonds are scheduled to be outstanding. The Commission complied with all of its bond covenants during 2014 and 2013.

In addition, the Commission has, by resolution, declared its intention as a matter of policy to use its best efforts to maintain a ratio of System Pledged Revenues to net senior lien debt service of at least 200 percent. Other than in connection with the issuance of additional bonds or the implementation of a toll reduction on other than a temporary basis, the Commission has no obligation to meet such coverage levels or to maintain a policy of doing so, and the Commission may rescind that policy at any time.

The Senior Lien Trust Agreement requires the Commission to establish and maintain a Debt Service Reserve Account ("DSRA") equal to the maximum annual debt service on its outstanding senior lien bonds. The senior lien DSRA may be funded either with cash or one or more Reserve Account Credit Facilities obtained from an issuer that has been assigned one of the two highest ratings by each rating agency that rates the Commission's bonds. In 2013, the Commission transferred \$49,283,000 from unrestricted cash to fully fund its senior lien DSRA due to the downgrade of one of the issuers of one of its Reserve Account Credit Facilities, which deposit is restricted for debt service. Those funds were invested and are included in Investments, at Fair Value in restricted current assets.

The Junior Lien Trust Agreement requires the Commission to establish and maintain a DSRA equal to the average annual debt service on its outstanding junior lien bonds. The junior lien DSRA may be funded either with cash or one or more Reserve Account Credit Facilities obtained from an issuer that has been assigned one of the two highest ratings by each rating agency which rates the Commission's bonds. In 2013, in connection with the issuance of its junior lien bonds, the Commission deposited \$79,070,000 of junior lien bond proceeds into its junior lien DSRA, which deposit is restricted for debt service. Those funds were invested and are included in Investments, at Fair Value in restricted current assets.

Changes in long-term obligations (in thousands) for 2014 and 2013 are as follows:

	Balance 12/31/13	Increases	Decreases	Balance 12/31/14	Amounts Due Within One Year
Revenue Bonds Payable:					
Principal Payable	\$ 1,614,530	\$ 17,671	\$ (28,145)	\$ 1,604,056	\$ 29,445
Unamortized Premiums - Net	47,123	-	(2,784)	44,339	-
Total Revenue Bonds Payable	1,661,653	17,671	(30,929)	1,648,395	29,445
Compensated Absences	10,371	5,163	(5,445)	10,089	4,376
Claims and Judgments	1,855	10,813	(10,469)	2,199	1,676
Contamination Remediation	690	441	(355)	776	236
Totals	\$ 1,674,569	\$ 34,088	\$ (47,198)	\$ 1,661,459	\$ 35,733

	Balance 12/31/12	Increases	Decreases	Balance 12/31/13	Amounts Due Within One Year
Revenue Bonds Payable:					
Principal Payable	\$ 566,290	\$ 1,074,695	\$ (26,455)	\$ 1,614,530	\$ 28,145
Unamortized Premiums - Net	30,837	18,831	(2,545)	47,123	-
Total Revenue Bonds Payable	597,127	1,093,526	(29,000)	1,661,653	28,145
Compensated Absences	10,865	5,392	(5,886)	10,371	4,686
Claims and Judgments	3,430	8,359	(9,934)	1,855	1,482
Contamination Remediation	497	376	(183)	690	281
Totals	\$ 611,919	\$ 1,107,653	\$ (45,003)	\$ 1,674,569	\$ 34,594

Revenue bonds, payable (in thousands) as of December 31, 2014, are summarized as follows:

	Original Amount	Average Yield	Bonds Payable
Senior Lien Debt			
1998 Series A:			
Serial Bonds maturing 2014 through 2021	\$ 168,180		\$ 150,875
Term Bonds due 2024 and 2026	130,395		130,395
Total 1998 Series A	298,575	4.89%	281,270
2009 Series A:			
Serial Bonds maturing through 2024	137,205	3.87%	99,130
2010 Series A:			
Serial Bonds maturing 2021 through 2027	93,920		93,920
Term Bonds due 2031	37,370		37,370
	131,290	4.41%	131,290
2013 Series A:			
Term Bonds due 2048	73,495	4.92%	73,495
Total Senior Lien Principal Issued/Outstanding	\$ 640,565		\$ 585,185

	Original Amount	Average Yield	Bonds Payable
Junior Lien Debt			
2013 Series A:			
Serial Bonds maturing 2019 through 2033	\$ 256,195		\$ 256,195
Term Bonds due 2039	113,075		113,075
Term Bonds due 2048	340,000		340,000
Capital Appreciation Bonds maturing 2036 through 2043	140,543		152,859
Convertible Capital Appreciation Bonds maturing 2034 through 2036	145,000		156,742
Total Junior Lien Principal Issued/Outstanding	994,813	5.38%	1,018,871
Total Principal Issued/Outstanding	\$ 1,635,378	5.24%	\$ 1,604,056
Add:			
Unamortized bond premiums - net			44,339
Total Revenue Bonds Payable			\$ 1,648,395

In August 2013, the Commission issued \$73,495,000 Turnpike Revenue Bonds, 2013 Series A at a fixed rate with a maturity date of February 15, 2048. The 2013 Series A bonds were issued for the purpose of financing the costs of various capital expenditures including, but not limited to, the reconstruction of roadbed and roadway, the resurfacing of roadway and the redecking of certain bridges.

In August 2013, the Commission issued \$709,270,000 Turnpike Junior Lien Revenue Bonds, 2013 Series A-1 at a fixed rate with maturity dates from February 15, 2019 through February 15, 2048. The 2013 Series A-1 bonds were issued for the purpose of financing the costs of various Infrastructure Projects constructed throughout the State of Ohio by the Ohio Department of Transportation. See Note 9, Payments for State Infrastructure Projects, for more information on these projects.

In August 2013, the Commission issued \$140,543,000 Turnpike Junior Lien Revenue Bonds, 2013 Series A-2 and A-3 at a fixed rate with maturity dates from February 15, 2036 through February 15, 2043. The 2013 Series A-2 and A-3 bonds are capital appreciation bonds issued for the purpose of financing the costs of various Infrastructure Projects constructed throughout the State of Ohio by the Ohio Department of Transportation.

In August 2013, the Commission issued \$145,000,000 Turnpike Junior Lien Revenue Bonds, 2013 Series A-4 at a fixed rate with maturity dates from February 15, 2034 through February 15, 2036. The 2013 Series A-4 bonds are convertible capital appreciation bonds issued for the purpose of financing the costs of various Infrastructure Projects constructed throughout the State of Ohio by the Ohio Department of Transportation.

Minimum principal and interest payments (in thousands) on revenue bonds payable are as follows:

Year	Principal	Interest	Total
2015	\$ 29,445	\$ 65,812	\$ 95,257
2016	30,995	64,279	95,274
2017	32,520	62,664	95,184
2018	34,250	60,897	95,147
2019	44,120	58,830	102,950
2020 - 2024	234,640	281,410	516,050
2025 - 2029	220,305	266,149	486,454
2030 - 2034	208,270	254,077	462,347
2035 - 2039	267,855	373,660	641,515
2040 - 2044	156,836	465,166	622,002
2045 - 2048	344,820	35,430	380,250
Totals	\$ 1,604,056	\$ 1,988,374	\$ 3,592,430

Pollution Remediation Obligation

The Commission has recorded a liability for pollution (including contamination) remediation obligations, which are obligations to address current or potential detrimental effects of existing pollution by participating in remediation activities such as site assessments and cleanups. The liability includes estimated contamination remediation costs to collect and dispose of slag leachate as required by the Ohio Environmental Protection Agency estimated at \$305,000 as of December 31, 2014 and 2013 and estimated contamination remediation costs to remediate soil and underground water contamination from underground petroleum storage tanks as required by the Ohio Bureau of Underground Storage Tank Regulations of \$471,000 and \$385,000 as of December 31, 2014 and 2013, respectively. The liability was estimated using the expected cash flow technique. The pollution remediation obligation is an estimate and is subject to changes resulting from price increases or decreases, technology, or changes in applicable laws or regulations.

(6) COMMITMENTS AND CONTINGENCIES

Commitments

The Commission has commitments as of December 31, 2014 and 2013 of approximately \$40,140,000 and \$33,481,000, respectively for capital projects as well as major repairs and replacements. It is anticipated that these commitments will be financed from the Commission's cash balances. However, at the discretion of the Commission, additional bonds may be issued in the future to finance a portion of these costs.

In addition, the Commission has issued purchase orders for goods and services not received amounting to approximately \$3,486,000 and \$3,431,000 as of December 31, 2014 and 2013, respectively.

Litigation

The nature of the Commission's operations sometimes subjects the Commission to litigation resulting from traffic accidents and the like. The management and the General Counsel for the Commission are of the opinion that any unfavorable outcome of such claims in excess of insurance coverage will not result in a material adverse effect on the Commission's financial position or results of operations. See Note 11 for additional information.

Environmental Matters

Due to the nature of operations at the Commission's service plazas and maintenance buildings, which include vehicle fueling facilities, the Commission may encounter underground fuel leaks or spills. The Commission, however, participates in the Petroleum Underground Storage Tank Release Compensation Board, which limits the Commission's financial liability to \$55,000 per incident, up to a maximum reimbursement of \$1,000,000 per incident or \$2,000,000 per calendar year. The Commission is unaware of any incidents that will exceed these limits.

Collective Bargaining

Approximately 435 full-time, nonsupervisory, field employees in the Commission's Toll Operations and Maintenance Departments and approximately 191 part-time, nonsupervisory, field employees in the Toll Operations Department are represented by the Teamsters Local Union No. 436, affiliated with the International Brotherhood of Teamsters. In February 2014, the Commission ratified a three-year collective bargaining agreement with the full-time employees that is effective for the period January 1, 2014 through December 31, 2016. The agreement includes a bonus payment of \$1,100 in 2014 and annual wage increases of 2 percent effective January 4, 2015 and January 3, 2016 for full-time employees. The Commission also has reached an agreement with the part-time employees for the same time period of January 1, 2014 through December 31, 2016 which includes a bonus payment of \$800 in 2014 and annual wage increases of 2.5 percent and 2 percent effective January 4, 2015 and January 3, 2016, respectively. In 2014, eight full-time radio operators voted to be represented by Teamsters Local Union No. 436. The Commission was in negotiations with the radio operators on an initial contract as of December 31, 2014.

Legislation

The State of Ohio's Fiscal Year 2014-2015 Biennial Transportation Budget was passed by the General Assembly and signed by Governor Kasich on April 1, 2013. The legislation, Am. Sub. H.B. 51, contained important changes to the Turnpike statute to implement Governor Kasich's Ohio Jobs and Transportation Plan, which became effective on July 1, 2013. Among the changes outlined below, those pertaining to infrastructure project financing will have a continuing impact on the Commission's finances. See Note 9: Payments for State Infrastructure Projects.

- A) Renamed the Commission throughout the Turnpike Act and everywhere else in the Ohio Revised Code as the "Ohio Turnpike and Infrastructure Commission."
- B) Modified governance of the Commission to include two new members for a total of seven voting members. Future member terms will be five years.
- C) Removed the previous language adopted to allow for the lease of the Turnpike.
- D) Established authority for the Commission to issue bonds for the purpose of funding infrastructure projects as defined under the statute.

- E) Established rule-making authority for the Commission concerning how application is to be made for infrastructure funding by the Director of Transportation based on approved Transportation Review Advisory Council projects. The rules require that each project have an anticipated transportation related nexus to the Ohio Turnpike and Infrastructure System.
- F) Established how toll and other revenues will be pledged to pay maintenance and operating expenses and debt service on both infrastructure projects and Turnpike projects.
- G) Established that the Ohio Turnpike and Infrastructure Commission is a political subdivision for purposes of Chapter 2744 of the Ohio Revised Code. This provision clarifies that the statutory immunities intended for entities performing essential governmental functions within the State of Ohio, particularly as they relate to a highway such as the Turnpike, include the Commission.
- H) Authorized the Commission to adopt different methods of toll collection as they advance with technology and to assess fines for toll evasion.

(7) PENSION PLAN

Plan Description

The Commission contributes to the Ohio Public Employees Retirement System ("OPERS"). The OPERS administers three separate pension plans as follows:

- A) The Traditional Pension Plan ("TP") – a cost-sharing, multiple-employer defined benefit pension plan.
- B) The Member-Directed Plan ("MD") – a defined contribution plan in which the member invests both member and employer contributions (employer contributions vest over five years at 20 percent per year). Under the MD Plan, members accumulate retirement assets equal to the value of member and (vested) employer contributions plus any investment earnings.
- C) The Combined Plan ("CO") – a cost-sharing, multiple-employer defined benefit pension plan. Under the CO Plan, OPERS invests employer contributions to provide a formula retirement benefit similar in nature to, but less than, the TP Plan benefit. Member contributions, the investment of which are self-directed by the members, accumulate retirement assets in a manner similar to the MD Plan.

The OPERS provides retirement, disability, survivor and death benefits and annual cost-of-living adjustments to members of the TP and CO Plans. Members of the MD Plan do not qualify for ancillary benefits.

Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code. The OPERS issues a stand-alone financial report. Interested parties may obtain a copy by visiting <https://www.opers.org/investments/cafr.shtml>, making a written request to the OPERS, 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (614) 222-5601 or (800) 222-7377.

Funding

The Ohio Revised Code provides statutory authority for member and employer contributions. During calendar years 2014, 2013, and 2012, the member contribution rate was 10.0 percent of earnable salary and the employer contribution rate was 14.0 percent of earnable salary across all three plans. The Commission's contributions to the OPERS for the traditional and combined plans for the years ended December 31, 2014, 2013 and 2012 were \$7,012,000, \$6,994,000, and \$7,121,000, respectively, equal to 100 percent of the required contributions for each year. Contributions to the member-directed plan for 2014 were \$180,000 made by the Commission and \$128,000 made by plan members.

(8) OTHER POSTEMPLOYMENT BENEFITS

The Commission provides postemployment health care benefits through its contributions to the OPERS. The OPERS maintains a cost-sharing, multiple-employer defined benefit postemployment health care plan, which includes a medical plan, prescription drug program and Medicare Part B premium reimbursement, to qualifying members of both the TP and the CO Plans. Members of the MD Plan do not qualify for ancillary benefits, including postemployment health care coverage.

In order to qualify for postretirement health care coverage, age and service retirees must have 10 or more years of qualifying Ohio service credit. Health care coverage for disability recipients and qualified survivor benefit recipients is available. The health care coverage provided by the OPERS is considered an Other Postemployment Benefit ("OPEB") as described in GASB Statement No. 45.

The Ohio Revised Code permits, but does not mandate, the OPERS to provide OPEB benefits to its eligible members and beneficiaries. Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code.

The Ohio Revised Code provides statutory authority for requiring public employers to fund postemployment health care through their contributions to the OPERS. A portion of each employer's contribution to the OPERS is set aside for the funding of postretirement health care coverage. Employer contribution rates are expressed as a percentage of the earnable salary of active members. During calendar year 2014, the employer contribution rate was 14.0 percent of earnable salary. This is the maximum contribution rate permitted by the Ohio Revised Code. Active members do not make contributions to the OPEB Plan.

OPERS' Postemployment Health Care plan was established under, and is administrated in accordance with, Internal Revenue Code 401(h). Each year, the OPERS Board of Trustees determines the portion of the employer contribution rate that will be set aside for funding of postemployment health care. The portion of employer contributions allocated to the health care for members in the TP and CO was 2.0 percent during calendar year 2014. Effective January 1, 2015, the portion of employer contributions allocated to health care remains at 2.0 percent for both plans, as recommended by the OPERS Actuary. The OPERS Board of Trustees is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care benefits provided. Payment amounts vary depending on the number of covered dependents and the coverage selected.

The Commission's contributions to the OPERS for other postemployment benefits for the years ended December 31, 2014, 2013 and 2012 were \$1,002,000, \$500,000, and \$2,057,000, respectively, equal to 100 percent of the required contributions for each year.

(9) PAYMENTS FOR STATE INFRASTRUCTURE PROJECTS

On April 1, 2013, Ohio Governor John Kasich signed Am. Sub. H.B. 51 (H.B. 51) into law, creating a "public-public" partnership between the Commission and the Ohio Department of Transportation ("ODOT"). Effective July 1, 2013, H.B. 51 authorized the Commission to issue Turnpike Revenue Bonds as a means of funding certain transportation infrastructure projects ("Infrastructure Projects") as defined under Chapter 5537 of the Ohio Revised Code. H.B. 51 was enacted by the Ohio General Assembly to implement the Ohio Jobs and Transportation Plan proposed by Governor Kasich to address a significant funding shortfall announced by ODOT in January 2012 that would have required postponement of significant Ohio transportation projects. The plan contemplates the issuance of a total of \$1.5 billion of Turnpike revenue bonds for transportation projects between 2013 and 2018. Under H.B. 51, the Director of ODOT can apply to the Commission for funding for Infrastructure Projects provided those projects: (1) have been approved by the Transportation Review Advisory Council ("TRAC") that oversees a project selection process for major new transportation projects and; (2) have a "nexus" to the Turnpike System.

On July 15, 2013, the Commission's Board approved the issuance of the 2013 Junior Lien Bonds in order to fund \$930 million in Infrastructure Projects. In August 2013, the Director of ODOT submitted funding requests for Infrastructure Projects to the Commission for consideration and, on September 16, 2013, the Commission's Board approved the funding of a list of Infrastructure Projects totaling \$930 million. Through December 31, 2014, ODOT has expended \$198,785,000 on Infrastructure Projects and the Commission has reimbursed ODOT \$180,546,000 for ODOT's expenditures on these projects. It is anticipated that the entire \$930 million in 2013 Junior Lien Bond Proceeds will be paid to ODOT by the end of 2017. The status of the funding (in thousands) of each infrastructure project as of December 31, 2014 is as follows:

County	Project	Approved Amount	Amount Expended by ODOT	Infrastructure Funds Paid to ODOT
Cuyahoga	I-90 Innerbelt Bridge	\$ 273,120	\$ 130,417	\$ 119,979
Cuyahoga	Opportunity Corridor	39,000	—	—
Erie	US 250 Widening	12,900	—	—
Hancock/Wood	I-75 Widening	270,980	58,045	51,841
Lorain	SR 57	16,000	5,169	4,827
Lucas	I-75 and I-475 Interchange	163,000	—	—
Lucas	I-475 and Rt 20 Interchange	10,000	—	—
Lucas	I-75 Widening	20,000	—	—
Mahoning/Trumbull	I-80 Widening	65,000	—	—
Summit	I-271 Widening	60,000	5,154	3,899
		\$ 930,000	\$ 198,785	\$ 180,546

(10) RISK MANAGEMENT

The Commission is self-insured for workers' compensation and vehicle damage claims. The Commission is also self-insured for employee health claims, up to a maximum of \$175,000 per covered person per contract year. Employee health benefits are not subject to any lifetime maximum benefit payments.

Liabilities are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. Claim liabilities are based upon the estimated ultimate cost of settling the claims, net of any subrogation recoveries from third parties, including specific incremental claim adjustment expenses.

"Claims and Judgments" as of December 31 of each year in the accompanying Statements of Net Position are comprised of the estimated liability for workers' compensation claims, the estimated liability for employee health claims, and the estimated liability for miscellaneous claims and judgments. The Commission is unaware of any unaccrued vehicle damage or unasserted workers' compensation claims as of December 31, 2014.

Claims and Judgments (in thousands) for the years ended December 31, are as follows:

	2014	2013
Workers' compensation claims	\$ 1,017	\$ 763
Employee health claims	1,128	999
Miscellaneous claims and judgments	54	93
Total	\$ 2,199	\$ 1,855

Changes in the liability for estimated workers' compensation claims, employee health claims and miscellaneous claims and judgments (in thousands) for the years ended December 31, were as follows:

	Estimated Claims Payable - Beginning of Year	Current Claims	Claims Payments	Estimated Claims Payable - End of Year
2014	\$ 1,855	\$ 10,813	\$ 10,469	\$ 2,199
2013	\$ 3,430	\$ 8,359	\$ 9,934	\$ 1,855
2012	\$ 2,845	\$ 12,872	\$ 12,287	\$ 3,430

The Commission purchases commercial insurance policies in varying amounts for general liability, vehicle liability, bridges, use and occupancy, damage to capital assets other than vehicles, and public officials and employee liability coverage. Paid claims have not exceeded the limits of the Commission's commercial insurance policies for each of the last three fiscal years. The Commission also pays unemployment claims to the State of Ohio as incurred.

(11) SUBSEQUENT EVENT

On March 31, 2015, the Commission was served with a lawsuit filed on March 20 in the Court of Common Pleas of Cuyahoga County in Cleveland, Ohio, challenging the series of 2.7 percent annual toll increases (the "Increased Tolls") authorized on the Ohio Turnpike, the first of which took effect on January 1, 2014. These Increased Tolls were approved by the Commission on July 15, 2013, in connection with the issuance on August 15, 2013 of the Commission's \$1,068,307,816 Turnpike Revenue Bonds, 2013 Series A (the "Bonds"). The Increased Tolls are described in the Official Statement for those Bonds dated July 31, 2013. Those Bonds are comprised of \$73,495,000 2013 Series A Senior Lien Bonds to pay costs of improvements on the Ohio Turnpike and \$994,812,816 2013 Series A Junior Lien Bonds to pay costs of other highway infrastructure projects determined to have a "nexus" to the Ohio Turnpike under procedures and criteria established by the Commission pursuant to statute. The lawsuit alleges the Increased Tolls violate the Commerce and Equal Protection Clauses of the United States Constitution and the right to travel under the United States and Ohio Constitutions, and are an unlawful tax or user fee under Ohio law. The lawsuit requests certification of the case as a class action for the benefit of all Ohio Turnpike users who have paid the Increased Tolls, an order enjoining the Commission from continuing to collect the Increased Tolls and the repayment of all Increased Tolls collected since January 1, 2014. The case has been removed to the United States District Court for the Northern District of Ohio.

The Commission cannot currently determine what effect, if any, the litigation might have on the operations or financial condition of the Commission.

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Ohio Turnpike and Infrastructure Commission

2014 Comprehensive Annual Financial Report STATISTICAL SECTION

The objective of the statistical section is to provide financial statement users with additional historical perspective, context, and detail to further their understanding and assessment of the Commission's economic condition. This additional information includes:

- › Financial trend detail intended to show changes in the Commission's financial position over time;
- › Revenue capacity detail intended to show factors affecting the Commission's ability to generate its own-source revenues;
- › Debt capacity detail intended to show the Commission's debt burden and its ability to issue additional debt;
- › Demographic and economic detail intended to 1) show the socioeconomic environment within which the Commission operates, and 2) provide information that facilitates comparisons of financial statement information over time and among governmental entities; and
- › Operating detail intended to provide contextual information about the Commission's operations, resources and economic condition.

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Statements of Net Position Last Ten Fiscal Years (In Thousands)

	12/31/14	12/31/13	12/31/12
Assets and Deferred Outflows of Resources			
Current Assets:			
Unrestricted Current Assets:			
Cash and Investments, at Fair Value	\$ 92,659	\$ 85,048	\$ 134,092
Other	22,600	19,898	21,655
Total Unrestricted Current Assets	115,259	104,946	155,747
Restricted Current Assets:			
Cash and Investments, at Fair Value	200,810	202,219	52,173
Other	1,751	1,704	377
Total Restricted Current Assets	202,561	203,923	52,550
Total Current Assets	317,820	308,869	208,297
Noncurrent Assets:			
Restricted Cash and Investments, at Fair Value	827,125	1,010,083	15,861
Capital Assets, Net	1,371,393	1,343,471	1,306,929
Total Noncurrent Assets	2,198,518	2,353,554	1,322,790
Total Assets	2,516,338	2,662,423	1,531,087
Deferred Outflows of Resources	19,582	21,349	23,222
Total Assets and Deferred Outflows of Resources	\$ 2,535,920	\$ 2,683,772	\$ 1,554,309
Liabilities and Net Position			
Current Liabilities:			
Current Liabilities Payable from Unrestricted Assets:			
Accounts, Wages and Benefits Payable	\$ 7,376	\$ 6,974	\$ 6,881
Other	16,657	15,126	15,006
Total Current Liabilities Payable from Unrestricted Assets	24,033	22,100	21,887
Current Liabilities Payable from Restricted Assets:			
Contracts, Wages and Benefits Payable and Retained Amounts	8,414	10,757	9,679
Infrastructure Funds Payable to Ohio Department of Transportation	18,239	–	–
Interest Payable	24,971	25,460	11,049
Bonds Payable	29,445	28,145	26,455
Total Current Liabilities Payable from Restricted Assets	81,069	64,362	47,183
Total Current Liabilities	105,102	86,462	69,070
Noncurrent Liabilities:			
Bonds Payable	1,618,950	1,633,508	570,672
Other	6,776	6,467	6,816
Total Noncurrent Liabilities	1,625,726	1,639,975	577,488
Total Liabilities	1,730,828	1,726,437	646,558
Net Position:			
Net Investment in Capital Assets	778,519	721,951	733,024
Restricted for Debt Service	167,668	166,196	31,823
Restricted for Capital Projects	76,538	86,036	15,710
Unrestricted	(217,633)	(16,848)	127,194
Total Net Position	805,092	957,335	907,751
Total Liabilities and Net Position	\$ 2,535,920	\$ 2,683,772	\$ 1,554,309

	12/31/11	12/31/10	12/31/09	12/31/08	12/31/07	12/31/06	12/31/05
	\$ 116,836	\$ 110,888	\$ 102,960	\$ 102,440	\$ 100,721	\$ 93,586	\$ 85,596
	21,386	19,567	18,668	13,757	11,002	12,136	11,534
	138,222	130,455	121,628	116,197	111,723	105,722	97,130
	50,425	46,428	39,143	38,085	38,593	34,624	33,698
	436	702	484	599	765	889	1,002
	50,861	47,130	39,627	38,684	39,358	35,513	34,700
	189,083	177,585	161,255	154,881	151,081	141,235	131,830
	14,629	33,401	8,343	23,216	21,308	23,575	23,151
	1,276,325	1,234,535	1,233,289	1,237,111	1,255,465	1,247,601	1,252,460
	1,290,954	1,267,936	1,241,632	1,260,327	1,276,773	1,271,176	1,275,611
	1,480,037	1,445,521	1,402,887	1,415,208	1,427,854	1,412,411	1,407,441
	25,628	28,033	25,997	19,387	21,001	22,614	24,226
	\$ 1,505,665	\$ 1,473,554	\$ 1,428,884	\$ 1,434,595	\$ 1,448,855	\$ 1,435,025	\$ 1,431,667
	\$ 6,752	\$ 7,747	\$ 6,376	\$ 6,861	\$ 6,424	\$ 6,251	\$ 6,305
	15,364	14,104	11,669	9,646	10,437	7,689	15,157
	22,116	21,851	18,045	16,507	16,861	13,940	21,462
	10,868	9,302	3,720	4,465	5,427	4,952	4,678
	-	-	-	-	-	-	-
	11,468	10,162	12,252	12,962	13,331	13,620	13,928
	22,760	21,745	17,290	21,320	20,320	16,125	15,415
	45,096	41,209	33,262	38,747	39,078	34,697	34,021
	67,212	63,060	51,307	55,254	55,939	48,637	55,483
	599,982	625,596	645,577	656,248	678,983	700,718	718,220
	7,479	12,043	14,232	15,344	14,125	13,451	13,417
	607,461	637,639	659,809	671,592	693,108	714,169	731,637
	674,673	700,699	711,116	726,846	749,047	762,806	787,120
	679,211	615,227	596,419	578,930	577,163	553,372	543,052
	28,524	27,666	23,655	21,257	20,600	16,941	16,094
	14,539	33,332	8,183	23,018	21,264	23,455	23,068
	108,718	96,630	89,511	84,544	80,781	78,451	62,333
	830,992	772,855	717,768	707,749	699,808	672,219	644,547
	\$ 1,505,665	\$ 1,473,554	\$ 1,428,884	\$ 1,434,595	\$ 1,448,855	\$ 1,435,025	\$ 1,431,667

Revenues, Expenses and Changes in Net Position Last Ten Fiscal Years (In Thousands)

	2014	2013	2012
Operating Revenues:			
Tolls	\$ 264,621	\$ 254,638	\$ 252,544 ⁽¹⁾
Concessions	15,078	14,088	12,984
Special Toll Permits	3,460	3,518	3,393
Leases and Licenses	1,085	1,091	1,077
Other Revenues	3,029	2,292	1,875
Total Operating Revenues	287,273	275,627	271,873
Operating Expenses:			
Administration and Insurance	9,762	9,293	9,936
Maintenance of Roadway and Structures	36,702	35,015	35,565
Services and Toll Operations	50,646	50,369	51,266
Traffic Control, Safety, Patrol and Communications	13,657	14,040	14,559
Major Repairs and Replacements	-	-	-
Depreciation	65,826	62,707	59,933
Total Operating Expenses	176,593	171,424	171,259
Operating Income	110,680	104,203	100,614
Nonoperating Revenues / (Expenses):			
Ohio Department of Transportation Purchase of Capacity	-	-	-
State Fuel Tax Allocation	2,487	2,292	2,074
Investment Income	6,269	2,521	701
Gain / (Loss) on Disposals / Write-Offs of Capital Assets	261	(2)	(40)
Ohio Department of Transportation Infrastructure Project Expense	(190,810)	(7,975)	-
Interest Expense	(81,130)	(51,455)	(26,590)
Total Nonoperating Revenues / (Expenses)	(262,923)	(54,619)	(23,855)
(Decrease) / Increase in Net Position	(152,243)	49,584	76,759
Net Position - Beginning of Year	957,335	907,751	830,992
Net Position - End of Year	\$ 805,092	\$ 957,335	\$ 907,751

- Notes:
- (1) Toll rate increase of approximately 10% effective January 1, 2012
 - (2) Toll rate increase effective October 1, 2009 with the implementation of E-ZPass[®] electronic tolling.
 - (3) Toll rate increase effective January 1, 2007 of \$.005 per mile for Classes 1 through 3 and an increase over the temporary toll rates of \$.01 per mile for Classes 4 through 9.
 - (4) Temporary toll rate reduction effective January 1, 2005 for weight Classes 4 through 9 as follows: Class 4 - 2%, Class 5 - 17%, Class 6 - 11%, Class 7 - 26%, Class 8 - 27% and Class 9 - 57%.

	2011	2010	2009	2008	2007	2006	2005
	\$ 231,011	\$ 232,189	\$ 187,278 ⁽²⁾	\$ 187,530	\$ 198,154 ⁽³⁾	\$ 183,937	\$ 179,085 ⁽⁴⁾
	14,017	13,670	13,616	13,564	14,078	14,210	14,024
	3,413	3,301	2,964	3,046	2,317	3,008	2,929
	1,062	941	995	928	903	898	867
	1,936	1,627	1,063	638	474	540	486
	251,439	251,728	205,916	205,706	215,926	202,593	197,391
	8,745	8,737	8,634	8,464	8,115	7,845	8,193
	36,131	37,576	35,699	37,281	37,703	31,479	34,185
	50,549	54,583	53,817	52,394	50,739	50,186	48,585
	14,904	14,998	15,529	15,794	14,614	14,004	13,565
	-	-	-	-	-	-	(79)
	57,488	55,187	53,539	52,652	52,458	52,516	51,023
	167,817	171,081	167,218	166,585	163,629	156,030	155,472
	83,622	80,647	38,698	39,121	52,297	46,563	41,919
	-	-	-	-	-	7,800	15,600
	2,051	2,240	2,199	2,146	2,358	2,599	2,772
	957	1,266	1,233	4,406	7,758	6,498	3,634
	(378)	(455)	(1,753)	(3,292)	(418)	(496)	(720)
	-	-	-	-	-	-	-
	(28,115)	(28,611)	(30,358)	(34,440)	(34,406)	(35,292)	(36,254)
	(25,485)	(25,560)	(28,679)	(31,180)	(24,708)	(18,891)	(14,968)
	58,137	55,087	10,019	7,941	27,589	27,672	26,951
	772,855	717,768	707,749	699,808	672,219	644,547	617,596
	\$ 830,992	\$ 772,855	\$ 717,768	\$ 707,749	\$ 699,808	\$ 672,219	\$ 644,547

Vehicles by Class Last Ten Fiscal Years (In Thousands)

Class		2014	2013	2012
Vehicle Classification by Axles and Height: ⁽¹⁾				
1	Low 2-axle vehicles and all motorcycles	40,345	39,742	39,418
2	Low 3-axle vehicles and high 2-axle vehicles	1,251	1,198	1,178
3	Low 4-axle vehicles and high 3-axle vehicles	663	633	620
4	Low 5-axle vehicles and high 4-axle vehicles	451	422	404
5	Low 6-axle vehicles and high 5-axle vehicles	8,120	7,885	7,766
6	High 6-axle vehicles	258	245	237
7	All vehicles with 7 or more axles	180	187	181
Vehicle Classification by Weight:				
1	--- — 7,000	—	—	—
2	7,001 — 16,000	—	—	—
3	16,001 — 23,000	—	—	—
4	23,001 — 33,000	—	—	—
5	33,001 — 42,000	—	—	—
6	42,001 — 53,000	—	—	—
7	53,001 — 65,000	—	—	—
8	65,001 — 80,000	—	—	—
9	80,001 — 90,000	—	—	—
10	90,001 — 115,000	—	—	—
11	115,001 — 127,400	—	—	—
Subtotal		51,268	50,312	49,804
Add Non-Revenue ⁽²⁾		367	404	351
Total Vehicles		51,635	50,716	50,155
Percentage of Vehicles Using E-ZPass®:				
		2014	2013	2012
Passenger cars (Class 1)		45.5%	42.2%	38.4%
Commercial vehicles (Class 2-7)		80.0%	78.4%	75.9%
Total		52.9%	49.8%	46.2%

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

- Notes:
- (1) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via E-ZPass®. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. Cash customers pay higher toll rates than E-ZPass® customers. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."
 - (2) Non-revenue vehicles represent traffic of officials, employees, agencies and representatives of the Commission while in the discharge of their official duties, police officers of the United States, of the State of Ohio and of its political subdivisions, and vehicles of contractors used in the maintenance of the Turnpike and its buildings.

2011	2010	2009	2008	2007	2006	2005
39,026	38,900	9,197	–	–	–	–
1,166	1,290	322	–	–	–	–
598	594	128	–	–	–	–
387	376	83	–	–	–	–
7,633	7,279	1,681	–	–	–	–
251	237	50	–	–	–	–
185	180	42	–	–	–	–
–	–	29,281	39,036	40,134	40,269	40,149
–	–	1,332	1,463	1,452	1,430	1,434
–	–	334	564	629	622	610
–	–	1,003	1,755	1,907	1,921	1,780
–	–	968	1,321	1,298	1,320	1,274
–	–	943	1,451	1,495	1,534	1,490
–	–	996	1,578	1,598	1,632	1,500
–	–	1,746	2,651	2,781	2,832	2,680
–	–	67	149	185	177	178
–	–	24	36	39	38	45
–	–	5	8	9	9	9
49,246	48,856	48,202	50,012	51,527	51,784	51,149
338	262	187	192	247	226	205
49,584	49,118	48,389	50,204	51,774	52,010	51,354

2011	2010	Oct-Dec 2009				
34.1%	28.8%	23.0%	–	–	–	–
73.0%	69.9%	67.6%	–	–	–	–
42.2%	37.2%	32.0%	–	–	–	–

Toll Revenue by Class Last Ten Fiscal Years (In Thousands)

Class		2014	2013	2012
Vehicle Classification by Axles and Height: ⁽¹⁾				
1	Low 2-axle vehicles and all motorcycles	\$ 114,871	\$ 112,820	\$ 112,428
2	Low 3-axle vehicles and high 2-axle vehicles	7,065	6,723	6,739
3	Low 4-axle vehicles and high 3-axle vehicles	5,432	5,128	5,027
4	Low 5-axle vehicles and high 4-axle vehicles	4,213	3,895	3,790
5	Low 6-axle vehicles and high 5-axle vehicles	121,024	114,194	112,749
6	High 6-axle vehicles	4,661	4,479	4,477
7	All vehicles with 7 or more axles	7,355	7,399	7,334
Vehicle Classification by Weight:				
1	--- — 7,000	—	—	—
2	7,001 — 16,000	—	—	—
3	16,001 — 23,000	—	—	—
4	23,001 — 33,000	—	—	—
5	33,001 — 42,000	—	—	—
6	42,001 — 53,000	—	—	—
7	53,001 — 65,000	—	—	—
8	65,001 — 80,000	—	—	—
9	80,001 — 90,000	—	—	—
10	90,001 — 115,000	—	—	—
11	115,001 — 127,400	—	—	—
Subtotal		264,621	254,638	252,544
Add Volume Discount		—	—	—
Total Toll Revenue		\$ 264,621	\$ 254,638	\$ 252,544
Percentage of Toll Revenue from E-ZPass[®]:				
	Passenger cars (Class 1)	36.9%	34.0%	30.6%
	Commercial vehicles (Class 2-7)	77.3%	75.4%	72.7%
Total		59.8%	57.1%	53.9%

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

Notes: (1) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via E-ZPass[®]. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. The Volume Discount Program was also eliminated at this time. Cash customers pay higher toll rates than E-ZPass[®] customers. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."

	2011	2010	2009	2008	2007	2006	2005
	\$ 103,201	\$ 106,972	\$ 25,928	\$ -	\$ -	\$ -	\$ -
	6,147	6,939	1,687	-	-	-	-
	4,506	4,582	971	-	-	-	-
	3,303	3,309	703	-	-	-	-
	103,063	100,079	23,436	-	-	-	-
	4,198	3,870	833	-	-	-	-
	6,593	6,438	1,487	-	-	-	-
	-	-	60,882	78,680	82,173	76,752	76,892
	-	-	5,384	5,989	6,301	5,834	5,908
	-	-	1,624	2,743	3,136	3,044	3,003
	-	-	6,120	10,994	12,322	10,957	10,149
	-	-	8,047	11,382	11,477	10,279	9,853
	-	-	11,214	17,588	18,354	17,011	16,489
	-	-	12,762	20,066	20,575	19,050	17,345
	-	-	27,069	40,820	44,199	41,162	38,829
	-	-	1,172	2,414	2,916	2,490	2,539
	-	-	1,269	1,995	2,159	2,147	2,658
	-	-	300	546	586	571	581
	231,011	232,189	190,888	193,217	204,198	189,297	184,246
	-	-	(3,610)	(5,687)	(6,044)	(5,360)	(5,161)
	\$ 231,011	\$ 232,189	\$ 187,278	\$ 187,530	\$ 198,154	\$ 183,937	\$ 179,085

	2011	2010	Oct-Dec 2009				
	27.2%	23.0%	19.4%	-	-	-	-
	69.8%	67.0%	65.7%	-	-	-	-
	50.7%	46.7%	44.1%	-	-	-	-

Vehicle Miles Traveled Last Ten Fiscal Years (In Thousands)

Class		2014	2013	2012
Vehicle Classification by Axles and Height: ⁽¹⁾				
1	Low 2-axle vehicles and all motorcycles	1,906,619	1,891,723	1,859,124
2	Low 3-axle vehicles and high 2-axle vehicles	70,619	68,152	67,423
3	Low 4-axle vehicles and high 3-axle vehicles	45,371	43,552	42,365
4	Low 5-axle vehicles and high 4-axle vehicles	29,928	28,129	27,208
5	Low 6-axle vehicles and high 5-axle vehicles	777,125	750,133	736,063
6	High 6-axle vehicles	21,551	21,253	21,192
7	All vehicles with 7 or more axles	23,946	24,754	24,541
Vehicle Classification by Weight:				
1	--- — 7,000	—	—	—
2	7,001 — 16,000	—	—	—
3	16,001 — 23,000	—	—	—
4	23,001 — 33,000	—	—	—
5	33,001 — 42,000	—	—	—
6	42,001 — 53,000	—	—	—
7	53,001 — 65,000	—	—	—
8	65,001 — 80,000	—	—	—
9	80,001 — 90,000	—	—	—
10	90,001 — 115,000	—	—	—
11	115,001 — 127,400	—	—	—
Total Vehicle Miles Traveled		2,875,159	2,827,696	2,777,916
Percentage of Vehicle Miles Traveled Using E-ZPass®:				
Passenger cars (Class 1)		46.2%	42.8%	39.1%
Commercial vehicles (Class 2-7)		79.6%	77.7%	75.2%
Total		57.4%	54.4%	51.0%

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

Notes: (1) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via E-ZPass®. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. Cash customers pay higher toll rates than E-ZPass® customers. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."

2011	2010	2009	2008	2007	2006	2005
1,851,683	1,885,422	443,998	–	–	–	–
67,624	75,534	18,125	–	–	–	–
41,323	41,554	8,775	–	–	–	–
26,155	26,049	5,560	–	–	–	–
729,354	706,170	164,830	–	–	–	–
21,959	20,269	4,356	–	–	–	–
24,363	23,846	5,468	–	–	–	–
–	–	1,419,056	1,831,515	1,915,119	1,962,993	1,963,967
–	–	87,170	96,884	101,864	102,766	104,128
–	–	20,803	35,148	40,178	40,710	40,075
–	–	61,896	111,146	124,575	126,367	117,198
–	–	81,209	114,840	115,797	118,117	113,349
–	–	96,136	150,787	157,367	160,841	155,928
–	–	109,367	171,966	176,349	179,939	163,830
–	–	195,291	294,548	318,922	321,774	303,493
–	–	8,440	17,407	21,052	19,440	19,819
–	–	3,401	5,341	5,778	5,907	7,257
–	–	741	1,346	1,441	1,439	1,465
2,762,461	2,778,844	2,734,622	2,830,928	2,978,442	3,040,293	2,990,509

2011	2010	Oct-Dec 2009				
35.0%	30.2%	25.7%	–	–	–	–
72.3%	69.5%	68.1%	–	–	–	–
47.3%	42.8%	39.2%	–	–	–	–

Toll Rates Per Mile Last Ten Fiscal Years

Class		2014	2013	2012
Vehicle Classification by Axles and Height (Non E-ZPass®): ⁽¹⁾				
1	Low 2-axle vehicles and all motorcycles	\$ 0.07	\$ 0.07	\$ 0.07
2	Low 3-axle vehicles and high 2-axle vehicles	0.12	0.12	0.12
3	Low 4-axle vehicles and high 3-axle vehicles	0.14	0.14	0.14
4	Low 5-axle vehicles and high 4-axle vehicles	0.17	0.16	0.16
5	Low 6-axle vehicles and high 5-axle vehicles	0.19	0.18	0.18
6	High 6-axle vehicles	0.26	0.25	0.25
7	All vehicles with 7 or more axles	0.36	0.34	0.35
Vehicle Classification by Axles and Height (E-ZPass®): ⁽¹⁾				
1	Low 2-axle vehicles and all motorcycles	\$ 0.05	\$ 0.05	\$ 0.05
2	Low 3-axle vehicles and high 2-axle vehicles	0.09	0.08	0.08
3	Low 4-axle vehicles and high 3-axle vehicles	0.10	0.10	0.10
4	Low 5-axle vehicles and high 4-axle vehicles	0.13	0.12	0.12
5	Low 6-axle vehicles and high 5-axle vehicles	0.15	0.15	0.15
6	High 6-axle vehicles	0.21	0.21	0.21
7	All vehicles with 7 or more axles	0.31	0.30	0.30
Vehicle Classification by Weight:				
1	--- — 7,000	\$ —	\$ —	\$ —
2	7,001 — 16,000	—	—	—
3	16,001 — 23,000	—	—	—
4	23,001 — 33,000	—	—	—
5	33,001 — 42,000	—	—	—
6	42,001 — 53,000	—	—	—
7	53,001 — 65,000	—	—	—
8	65,001 — 80,000	—	—	—
9	80,001 — 90,000	—	—	—
10	90,001 — 115,000	—	—	—
11	115,001 — 127,400	—	—	—

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

Notes: (1) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via E-ZPass®. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. Cash customers pay higher toll rates than E-ZPass® customers. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."

	2011	2010	2009	2008	2007	2006	2005
	\$ 0.06	\$ 0.06	\$ 0.06	\$ -	\$ -	\$ -	\$ -
	0.10	0.10	0.10	-	-	-	-
	0.12	0.12	0.12	-	-	-	-
	0.15	0.15	0.14	-	-	-	-
	0.17	0.17	0.17	-	-	-	-
	0.23	0.23	0.23	-	-	-	-
	0.31	0.31	0.30	-	-	-	-
	\$ 0.04	\$ 0.04	\$ 0.05	\$ -	\$ -	\$ -	\$ -
	0.07	0.07	0.07	-	-	-	-
	0.09	0.09	0.09	-	-	-	-
	0.11	0.11	0.11	-	-	-	-
	0.13	0.13	0.13	-	-	-	-
	0.19	0.19	0.19	-	-	-	-
	0.27	0.27	0.27	-	-	-	-
	\$ -	\$ -	\$ 0.04	\$ 0.04	\$ 0.04	\$ 0.04	\$ 0.04
	-	-	0.06	0.06	0.06	0.06	0.06
	-	-	0.08	0.08	0.08	0.07	0.07
	-	-	0.10	0.10	0.10	0.09	0.09
	-	-	0.10	0.10	0.10	0.09	0.09
	-	-	0.12	0.12	0.12	0.11	0.11
	-	-	0.12	0.12	0.12	0.11	0.11
	-	-	0.14	0.14	0.14	0.13	0.13
	-	-	0.14	0.14	0.14	0.13	0.13
	-	-	0.37	0.37	0.37	0.36	0.37
	-	-	0.40	0.41	0.41	0.40	0.40

Comparative Traffic Statistics Last Ten Fiscal Years

	2014	2013	2012
Number of Vehicles (In Thousands):			
Passenger Cars	40,345	39,742	39,418
Commercial Vehicles	10,923	10,570	10,386
Total	51,268	50,312	49,804
Percentage of Vehicles:			
Passenger Cars	78.7%	79.0%	79.1%
Commercial Vehicles	21.3%	21.0%	20.9%
Number of Miles (In Thousands):			
Passenger Cars	1,906,619	1,891,723	1,859,124
Commercial Vehicles	968,540	935,973	918,792
Total	2,875,159	2,827,696	2,777,916
Percentage of Miles:			
Passenger Cars	66.3%	66.9%	66.9%
Commercial Vehicles	33.7%	33.1%	33.1%
Toll Revenue (In Thousands):			
Passenger Cars	\$ 114,871	\$ 112,820	\$ 112,428
Commercial Vehicles	149,750	141,818	140,116
Total	\$ 264,621	\$ 254,638	\$ 252,544
Percentage of Toll Revenue:			
Passenger Cars	43.4%	44.3%	44.5%
Commercial Vehicles	56.6%	55.7%	55.5%
Average Miles per Trip:			
Passenger Cars	47.3	47.6	47.2
Commercial Vehicles	88.7	88.5	88.5
Average Toll Revenue per Trip:			
Passenger Cars	\$ 2.85	\$ 2.84	\$ 2.85
Commercial Vehicles	13.71	13.42	13.49
Average Toll Revenue per Mile:			
Passenger Cars	\$ 0.06	\$ 0.06	\$ 0.06
Commercial Vehicles	0.15	0.15	0.15

	2011	2010	2009	2008	2007	2006	2005
	39,026	38,900	38,478	39,036	40,134	40,269	40,149
	10,220	9,956	9,724	10,976	11,393	11,515	11,000
	49,246	48,856	48,202	50,012	51,527	51,784	51,149
	79.2%	79.6%	79.8%	78.1%	77.9%	77.8%	78.5%
	20.8%	20.4%	20.2%	21.9%	22.1%	22.2%	21.5%
	1,851,683	1,885,422	1,863,054	1,831,515	1,915,119	1,962,993	1,963,967
	910,778	893,422	871,568	999,413	1,063,323	1,077,300	1,026,542
	2,762,461	2,778,844	2,734,622	2,830,928	2,978,442	3,040,293	2,990,509
	67.0%	67.8%	68.1%	64.7%	64.3%	64.6%	65.7%
	33.0%	32.2%	31.9%	35.3%	35.7%	35.4%	34.3%
	\$ 103,201	\$ 106,972	\$ 86,810	\$ 78,680	\$ 82,173	\$ 76,752	\$ 76,892
	127,810	125,217	100,468	108,850	115,981	107,185	102,193
	\$ 231,011	\$ 232,189	\$ 187,278	\$ 187,530	\$ 198,154	\$ 183,937	\$ 179,085
	44.7%	46.1%	46.4%	42.0%	41.5%	41.7%	42.9%
	55.3%	53.9%	53.6%	58.0%	58.5%	58.3%	57.1%
	47.4	48.5	48.4	46.9	47.7	48.7	48.9
	89.1	89.7	89.6	91.1	93.3	93.6	93.3
	\$ 2.64	\$ 2.75	\$ 2.26	\$ 2.02	\$ 2.05	\$ 1.91	\$ 1.92
	12.51	12.58	10.33	9.92	10.18	9.31	9.29
	\$ 0.06	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.04	\$ 0.04	\$ 0.04
	0.14	0.14	0.12	0.11	0.11	0.10	0.10

Activity by Interchange ⁽¹⁾ Last Ten Fiscal Years (In Thousands)

Milepost / Name	2014	2013	2012
2 Westgate	7,473	7,397	7,289
13 Bryan-Montpelier	616	604	649
25 Archbold-Fayette	356	353	379
34 Wauseon	684	691	696
39 Delta-Lyons	525	546	535
52 Toledo Airport-Swanton	1,235	1,262	1,360
59 Maumee-Toledo	3,386	3,379	3,577
64 Perrysburg-Toledo	5,185	5,101	4,842
71 Stony Ridge-Toledo	6,376	6,374	6,400
81 Elmore-Woodville-Gibsonburg	531	525	502
91 Fremont-Port Clinton	1,744	1,772	1,733
110 Sandusky-Bellevue	1,581	1,562	1,435
118 Sandusky-Norwalk	1,575	1,564	1,541
135 Vermilion	705	653	679
140 Amherst-Oberlin	1,344	1,254	1,253
142 Lorain County West	2,769	2,674	2,788
145 Lorain-Elyria	6,187	6,125	5,926
151 North Ridgeville-Cleveland	5,743	5,657	5,427
152 North Olmsted-Cleveland	2,747	2,656	2,603
161 Strongsville-Cleveland	6,877	6,733	6,586
173 Cleveland	7,002	6,732	6,656
180 Akron	6,198	5,685	5,412
187 Streetsboro	6,760	6,681	6,712
193 Ravenna	1,644	1,627	1,665
209 Warren	1,863	1,851	1,867
215 Lordstown West	581	539	524
216 Lordstown East	450	426	419
218 Niles-Youngstown	8,201	8,035	8,030
232 Youngstown	1,946	1,951	2,038
234 Youngstown-Poland	1,379	1,422	1,443
239 Eastgate	8,873	8,794	8,642

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

Notes: (1) "Activity by Interchange" represents the number of vehicles entering and exiting at each toll interchange.

2011	2010	2009	2008	2007	2006	2005
7,218	7,274	6,983	7,370	7,900	8,068	7,946
648	648	658	712	751	760	747
397	422	428	429	453	462	445
696	709	690	722	768	836	812
518	519	520	563	590	594	562
1,311	1,302	1,307	1,390	1,475	1,542	1,592
3,454	3,444	3,539	3,661	3,928	4,440	4,424
4,593	4,542	4,440	4,533	5,058	7,548	6,219
6,304	6,277	6,116	6,414	6,527	4,535	5,556
537	562	603	636	699	798	758
1,642	1,628	1,640	1,662	1,733	1,825	1,853
1,453	1,449	1,423	1,478	1,570	1,643	1,625
1,547	1,639	1,785	1,840	1,933	1,929	1,994
679	688	753	755	802	791	873
1,231	1,234	1,280	1,271	1,207	1,094	1,007
2,849	2,938	2,941	3,017	3,146	2,611	2,715
5,816	5,777	5,448	5,660	5,750	6,176	6,005
5,274	5,139	4,984	5,138	5,324	5,453	5,551
2,606	2,617	2,620	2,575	2,555	2,507	2,432
6,753	6,838	6,948	7,236	7,423	7,272	7,128
6,696	6,663	6,893	7,287	7,549	7,458	7,114
5,253	4,924	4,950	5,269	5,370	5,147	4,944
6,581	6,524	6,470	6,623	6,672	6,440	6,367
1,567	1,546	1,595	1,633	1,650	1,533	1,546
1,889	1,857	1,828	2,045	2,093	1,993	2,019
510	489	447	492	473	477	524
445	389	245	402	327	334	427
8,102	8,084	7,875	8,225	8,373	8,569	8,562
1,986	1,774	1,692	1,696	1,577	1,538	1,545
1,415	1,360	1,255	1,261	1,242	1,175	1,102
8,522	8,458	8,048	8,028	8,135	8,020	7,905

Debt Ratios and Revenue Bond Coverage Last Ten Fiscal Years (Dollars in Thousands Except Per Capita Amounts)

	2014	2013	2012
Debt Ratios:			
Revenue Bonds Payable	\$ 1,648,395	\$ 1,661,653	\$ 597,127
Revenue Bonds Payable as a % of Personal Income	0.33%	0.35%	0.13%
Revenue Bonds Payable Per Capita	\$ 142	\$ 144	\$ 52
Revenue Bond Coverage:			
Pledged Revenues	\$ 287,065 ⁽¹⁾	\$ 275,272 ⁽¹⁾	\$ 259,239 ⁽²⁾
Expenses Paid from Pledged Revenues:			
Administration and Insurance	9,762	9,293	9,936
Maintenance of Roadway and Structures	36,702	35,015	35,565
Services and Toll Operations	50,646	50,369	51,266
Traffic Control, Safety, Patrol and Communications	13,657	14,040	14,559
Total Expenses Paid from Pledged Revenues	110,767	108,717	111,326
Deposit to Reserve Account	(238)	(539)	176
Net Revenues Available for Debt Service	\$ 176,536	\$ 167,094	\$ 147,737
Sr Lien Debt Service Requirements:			
Principal	\$ 29,228	\$ 27,863	\$ 25,839
Interest	30,660	29,530	29,649
Less Interest Earned	(513)	(425)	(73)
Total Sr Lien Debt Service Requirements	\$ 59,375	\$ 56,968	\$ 55,415
Sr Lien Debt Coverage (see Note 5 to the financial statements)	297%	293%	267%
Jr Lien Debt Service Requirements:			
Interest	\$ 36,146	\$ 12,049	
Less Interest Earned	(830)	(306)	
Less Interest on Infrastructure Funds	(3,936)	–	
Total Jr Lien Debt Service Requirements	\$ 31,380	\$ 11,743	
Composite Debt Service Requirements	\$ 90,755	\$ 68,711	
Composite Debt Coverage (see Note 5 to the financial statements)	195%	243%	

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

- Notes:
- (1) Gross Revenues per the Amended and Restated Master Trust Agreement dated April 8, 2013, as amended in 2013 - consisting of tolls, special toll permits, certain realized investment earnings, appropriations from the Ohio Department of Transportation, leases, licenses, royalties, advertising, miscellaneous sales, fees, charges and certain concession revenues.
 - (2) Gross Revenues per the Master Trust Agreement dated February 15, 1994, as amended in 2005 - consisting of tolls, special toll permits, certain realized investment earnings, appropriations from the Ohio Department of Transportation, and to the extent needed to achieve a debt coverage ratio of up to, but not more than 200%, leases, licenses, royalties, advertising, miscellaneous sales, fees, charges and certain concession revenues.
 - (3) Savings realized from the advance refunding of debt in 2009 and the refunding of debt in 2010 reduced the amount required to be deposited in the debt service account, thereby increasing the commission's debt coverage ratio.

	2011	2010	2009	2008	2007	2006	2005
	\$ 622,742	\$ 647,341	\$ 662,867	\$ 677,568	\$ 699,303	\$ 716,843	\$ 733,635
	0.14%	0.15%	0.16%	0.17%	0.18%	0.19%	0.20%
	\$ 54	\$ 56	\$ 57	\$ 59	\$ 61	\$ 62	\$ 64
	\$ 237,474 ⁽²⁾	\$ 238,188 ⁽²⁾	\$ 205,717 ⁽²⁾	\$ 208,265 ⁽²⁾	\$ 220,323 ⁽²⁾	\$ 207,307 ⁽²⁾	\$ 210,255 ⁽²⁾
	8,745	8,737	8,634	8,465	8,115	7,845	8,193
	36,132	37,577	35,699	37,215	37,703	31,479	34,185
	50,549	54,583	53,817	52,394	50,739	50,186	48,585
	14,871	14,989	15,529	15,794	14,614	13,986	13,565
	110,297	115,886	113,679	113,868	111,171	103,496	104,528
	(1)	33	284	66	326	464	505
	\$ 127,178	\$ 122,269	\$ 91,754	\$ 94,331	\$ 108,826	\$ 103,347	\$ 105,222
	\$ 22,591	\$ 21,003	\$ 17,962	\$ 21,153	\$ 19,621	\$ 16,007	\$ 15,775
	30,750	30,198	31,377	34,730	35,678	36,456	37,350
	(144)	(156)	(233)	(499)	(887)	(789)	(514)
	\$ 53,197	\$ 51,045 ⁽³⁾	\$ 49,106 ⁽³⁾	\$ 55,384	\$ 54,412	\$ 51,674	\$ 52,611
	239%	240%	187%	170%	200%	200%	200%

Principal Toll Revenue Payers *Current Year and Nine Years Ago*

Customers	2014		
	Tolls Paid	Rank	% of Total Tolls Paid
Comtrack Logistics, Inc.	\$ 105,925	1	0.04%
Yevtukh Brothers, Inc.	100,347	2	0.04%
Berner Trucking, Inc.	97,159	3	0.04%
Talon Logistics, Inc.	94,878	4	0.04%
HOC Transport	93,291	5	0.04%
J.W. Hunt OTC., Inc.	93,226	6	0.04%
Red Cap Transportation, Inc.	91,807	7	0.03%
Proline Express, Inc.	72,939	8	0.03%
R-K-Campf Transport	61,352	9	0.02%
Thomas Flatbed, Inc.	60,882	10	0.02%
Totals ⁽¹⁾	\$ 871,806		0.33%

Customers	2005		
	Tolls Paid	Rank	% of Total Tolls Paid
Comtrack Logistics, Inc.	\$ -	-	-
Yevtukh Brothers, Inc.	-	-	-
Berner Trucking, Inc.	-	-	-
Talon Logistics, Inc.	-	-	-
HOC Transport	-	-	-
J.W. Hunt OTC., Inc.	-	-	-
Red Cap Transportation, Inc.	-	-	-
Proline Express, Inc.	-	-	-
R-K-Campf Transport	-	-	-
Thomas Flatbed, Inc.	-	-	-
Yellow Transportation, Inc.	1,703,639	1	0.95%
United Parcel Service, Inc.	1,644,458	2	0.92%
Roadway Express, Inc.	1,503,147	3	0.84%
Con-way Freight, Inc.	1,323,078	4	0.74%
J.B. Hunt Transport, Inc.	1,314,348	5	0.73%
Werner Enterprises, Inc.	1,064,792	6	0.59%
Falcon Transport Company	1,004,202	7	0.56%
USF Holland, Inc.	877,003	8	0.49%
FedEx Ground Package Systems	832,702	9	0.46%
FedEx Freight East, Inc.	598,350	10	0.33%
Totals ⁽¹⁾	\$ 11,865,719		6.63%

Source: Ohio Turnpike and Infrastructure Commission, CFO/Comptroller's Office.

Notes: (1) Effective October 1, 2009, the Ohio Turnpike Commission implemented E-ZPass® and joined the E-ZPass® InterAgency Group (IAG). Large commercial customers who previously had accounts with the Ohio Turnpike Commission now utilize their E-ZPass® account that they had previously established with another IAG agency. The Commission is now paid for their travel through other IAG agencies.

Principal Ohio Employers Current Year and Nine Years Ago

Employer	2014		
	Employees	Rank	% of Total Ohio Employees
State of Ohio	127,027	1	1.91%
United States Government	76,488	2	1.15%
Wal-Mart Stores	46,975	3	0.71%
Cleveland Clinic Health Systems	41,400	4	0.62%
Kroger Company	40,250	5	0.60%
Mercy Health	31,200	6	0.47%
University Hospitals Health Sys.	25,000	7	0.38%
JP Morgan Chase (Bank One)	21,000	8	0.32%
Giant Eagle, Inc.	20,000	9	0.30%
Ohio Health	19,650	10	0.29%
Totals	448,990		6.74%

Employer	2005		
	Employees	Rank	% of Total Ohio Employees
State of Ohio	133,327	1	1.96%
United States Government	77,201	2	1.13%
Wal-Mart Stores	46,400	3	0.68%
Cleveland Clinic Health Systems	31,875	5	0.47%
Kroger Company	33,415	4	0.49%
Mercy Health	–	–	–
University Hospitals Health Sys.	25,000	6	0.00%
JP Morgan Chase (Bank One)	16,250	10	0.24%
Giant Eagle, Inc.	–	–	–
Ohio Health	–	–	–
General Motors Corporation	20,600	7	0.30%
General Electric Company	18,500	8	0.27%
Meijer Inc.	18,250	9	0.27%
Totals	420,818		6.17%

Source: U.S. Department of Commerce, Bureau of Economic Analysis.
Ohio Department of Development, Office of Strategic Research.
Ohio Department of Job and Family Services, Office of Workforce Development.

Employment, Demographic and Economic Statistics Last Ten Fiscal Years

	2014	2013	2012
Ohio Turnpike and Infrastructure Commission Employees:			
Full-Time:			
Toll Collectors	202	213	208
Maintenance Workers	229	242	249
Toll and Service Plaza Supervisors	107	108	111
Professional and Clerical Staff	96	98	97
Maintenance Supervisors	45	44	44
Executive and Managerial Staff	20	19	18
Administrative Supervisors	15	14	15
Total Full-Time	714	738	742
Part-Time:			
Toll Collectors	191	203	209
Other	24	24	22
Total Part-Time	215	227	231
Total Ohio Turnpike and Infrastructure Commission Employees	929	965	973

State of Ohio Statistics:

Population (In Thousands)	11,594	11,571	11,544
Personal Income (In Millions)	\$ 493,578	\$ 472,846	\$ 453,556
Per Capita Personal Income	\$ 42,571	\$ 40,865	\$ 39,289
Unemployment Rate	5.1%	7.2%	6.7%

Source: Employee counts provided by the Ohio Turnpike and Infrastructure Commission, Payroll, Toll Operations and Maintenance Departments. Population data provided by the U.S. Census Bureau. Personal income and per capita personal income data provided by the U.S. Department of Commerce, Bureau of Economic Analysis. Unemployment rates provided by the Ohio Department of Job & Family Services.

	2011	2010	2009	2008	2007	2006	2005
	216	236	286	306	307	309	319
	264	274	275	277	278	280	283
	110	118	129	133	132	133	135
	100	100	101	100	100	100	99
	45	45	44	45	46	46	46
	17	18	18	18	18	20	20
	22	22	23	20	21	18	20
	774	813	876	899	902	906	922
	211	232	265	308	318	331	358
	23	25	24	24	26	25	28
	234	257	289	332	344	356	386
	1,008	1,070	1,165	1,231	1,246	1,262	1,308

	11,545	11,537	11,543	11,528	11,521	11,492	11,475
	\$ 436,297	\$ 419,872	\$ 408,395	\$ 407,874	\$ 395,615	\$ 381,260	\$ 365,319
	\$ 37,791	\$ 36,393	\$ 35,380	\$ 35,381	\$ 34,339	\$ 33,176	\$ 31,836
	8.1%	9.8%	10.8%	7.8%	5.8%	5.6%	5.9%

Traffic Accident Statistics *Last Ten Fiscal Years*

	2014	2013	2012
All Accidents:			
Number	2,642	2,380	2,598
Rate	91.9	84.2	92.7
Property Damage (Over \$150) Accidents:			
Number	2,166	1,944	2,140
Rate	75.3	68.7	76.4
Non-Fatal Personal Injury Accidents:			
Number	467	429	451
Rate	16.2	15.2	16.1
Number Injured			
Number Injured	687	594	734
Injury Rate	23.9	21.0	26.2
Fatal Accidents:			
Number	9	7	7
Rate	.3	.2	.2
Fatalities			
Fatalities	9	8	7
Fatality Rate	.3	.3	.2

Source: Ohio State Highway Patrol.

Notes: All rates are per 100,000,000 vehicle miles traveled.

2011	2010	2009	2008	2007	2006	2005
2,583	2,268	2,125	2,689	2,532	2,342	2,858
92.7	80.9	81.8	95.0	85.0	77.0	95.6
2,090	1,885	1,695	2,168	2,025	1,881	2,293
75.0	67.3	65.2	76.6	68.0	61.9	76.7
488	377	422	516	496	453	554
17.5	13.5	16.2	18.2	16.7	14.9	18.5
682	537	612	738	711	686	829
24.5	19.2	23.5	26.1	23.9	22.6	27.7
4	6	8	5	11	8	11
.1	.2	.3	.2	.4	.3	.4
6	7	9	7	15	8	14
.2	.2	.3	.2	.5	.3	.5

Capital Asset Statistics *Last Ten Fiscal Years*

	2014	2013	2012
Land and Roadway:			
Land Area (Acres)	10,057	10,057	10,057
Length of Roadway (Miles)	241	241	241
Number of Lane Miles	1,395	1,386	1,382
Interchanges:			
Toll	29	29	29
Barrier	2	2	2
Total Interchanges	31	31	31
Service Plazas	14	14	14
Other Buildings:			
Maintenance	8	8	8
Administration	1	1	1
Telecommunications	1	1	1
Highway Patrol	1	1	1
Structures Over or Under the Turnpike:			
Roadways and Interchange Ramps	350	350	350
Railroads	49	49	49
Rivers and Streams	56	56	56

2011	2010	2009	2008	2007	2006	2005
10,055	10,044	10,038	10,015	10,012	10,010	10,010
241	241	241	241	241	241	241
1,374	1,370	1,370	1,370	1,370	1,356	1,356
29	29	29	29	29	29	29
2	2	2	2	2	2	2
31	31	31	31	31	31	31
16	16	14	14	14	14	16
8	8	8	8	8	8	8
1	1	1	1	1	1	1
1	1	1	1	1	1	1
1	1	1	1	1	1	1
350	350	350	350	350	350	350
49	49	49	49	49	49	52
56	56	56	56	56	56	59



Total copies printed: 150 Unit cost: \$10.31
Publication date: June 2015



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

Ohio Turnpike and Infrastructure Commission
Berea, Ohio

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Ohio Turnpike and Infrastructure Commission (the "Commission"), a component unit of the State of Ohio, as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated June 5, 2015.

Internal Control over Financial Reporting

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

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

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

Ohio Turnpike and Infrastructure Commission
Berea, Ohio

Compliance and Other Matters

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

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cinni & Panichi, Inc.

Cleveland, Ohio
June 5, 2015

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Dave Yost • Auditor of State

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

CUYAHOGA COUNTY

CLERK'S CERTIFICATION

This is a true and correct copy of the report which is required to be filed in the Office of the Auditor of State pursuant to Section 117.26, Revised Code, and which is filed in Columbus, Ohio.

Susan Babbitt

CLERK OF THE BUREAU

CERTIFIED
JULY 7, 2015