

# MAINE STATE LEGISLATURE

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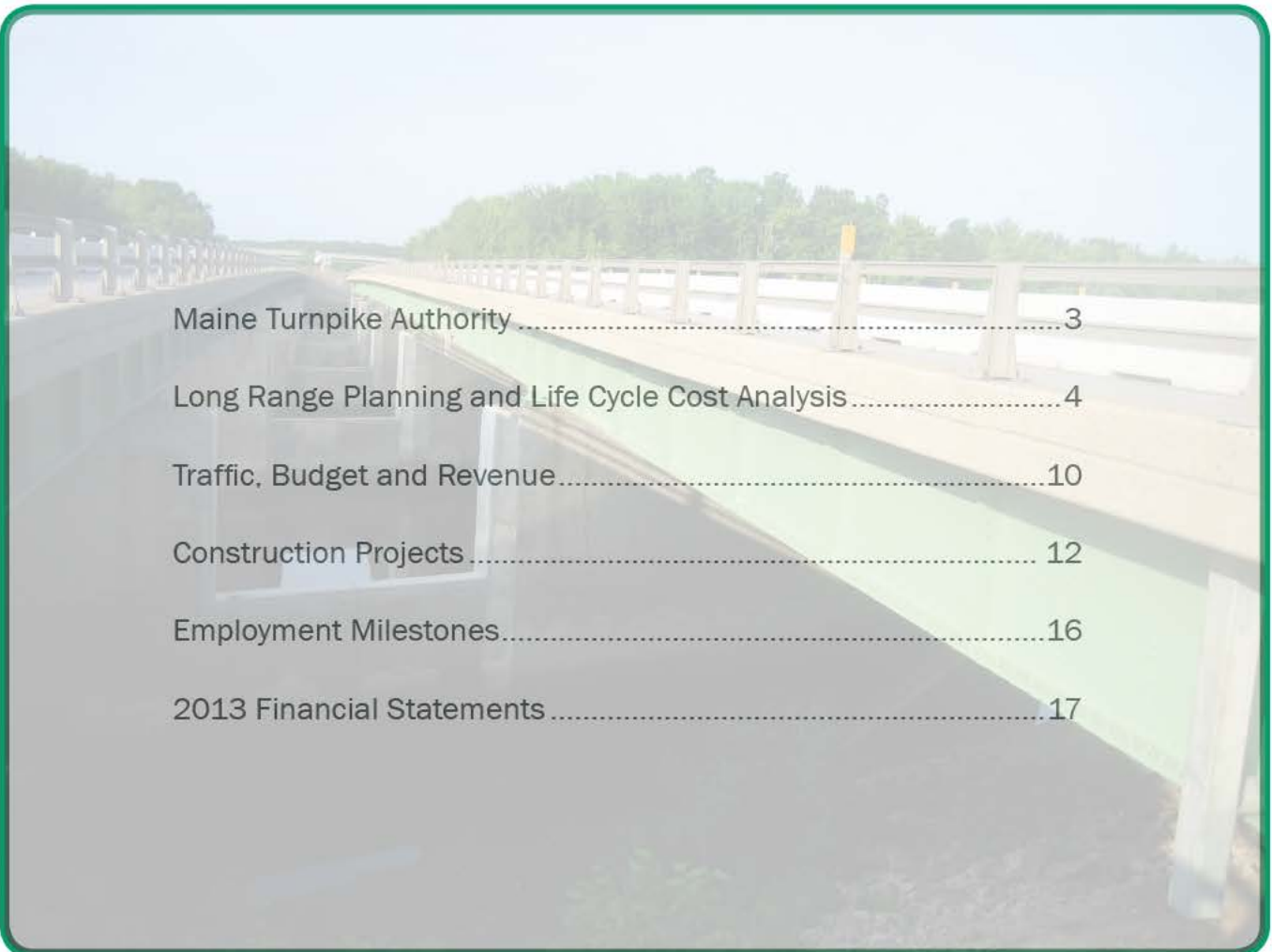


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# 2014 ANNUAL REPORT

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# MAINE TURNPIKE AUTHORITY

The Maine Turnpike Authority was established by the Maine Legislature as an independent state agency in 1941. It was charged with the task of constructing and maintaining a toll highway that, in the six decades since, has become one of the most critical elements of Maine's transportation network.

The 109-mile Maine Turnpike includes 65 miles of divided four-lane highway and 44 miles of divided six-lane highway. Turnpike facilities include 177 bridges and culverts, 19 interchanges, 19 toll plazas, nine maintenance facilities, five service plazas, an administration and public safety building that includes the E-ZPass customer service center.

The Maine Turnpike Authority is governed by a seven member board, appointed by Maine's governor and confirmed by the Maine Senate. Six are appointed to staggered six-year terms and the seventh member is Maine's Commissioner of Transportation, or the Commissioner's designee, serving as a member ex-officio. The board oversees maintenance, construction, operation and management of Maine's most traveled highway.



**Daniel E. Wathen, Esq.**  
*Chairman*  
Residence: Augusta,  
Kennebec County



**James F. Cloutier, Esq.**  
*Vice Chairman*  
Residence: Portland,  
Cumberland County



**Gerard P. Conley, Sr.**  
*Member*  
Residence: Portland,  
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Residence: Augusta,  
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York County



**Robert B. Stone**  
*Member*  
Residence: Auburn,  
Androscoggin County



**Karen S. Doyle**  
*Member Ex-Officio*  
Residence: Gardiner,  
Kennebec County



# EXECUTIVE STAFF



**Peter Mills**  
Executive Director

Maine Turnpike Authority employees are responsible for maintenance and operation of the 109 miles of roadway that serve as the economic lifeblood for Maine, as well as the welcome mat for most visitors into the state. These employees are led by Executive Director Peter Mills and his team of executive staff.

**Jonathan A. Arey, Esq.**  
Staff Attorney, Board Secretary

**Richard R. Barra**  
Director of Fare Collection

**Lauren G. Carrier**  
Director of Human Resources

**Douglas D. Davidson**  
Chief Financial Officer, Board Treasurer

**Peter S. Merfeld, P.E.**  
Chief Operations Officer

**Greg J. Stone**  
Director of Public Safety

**John P. Sirois**  
Director of Finance

**Stephen R. Tartre, P.E.**  
Director of Engineering & Building Maintenance

**William E. Wells**  
Director of Highway & Equipment Maintenance

**Conrad W. Welzel**  
Government Relations Manager

**William H. Yates, III**  
Director of Information Services & Communications

**Bruce A. Van Note**  
Director of Policy & Planning

## **Maine Turnpike Authority Long Range Planning and Life Cycle Cost Analysis**

**By Peter Mills**

There are few business or agencies better suited than the Maine Turnpike to take advantage of long range planning and life cycle cost analysis. The Turnpike Authority has a singular mission: To maintain one big road (that carries 9% of all traffic in the state) and support itself with sustainable tolls.

If Maine DOT enjoyed a similar focus with reliable funding, they might be in a parallel position; but they are not. They fresh every biennium to fight for funds that vary with state and national politics. Although they do a great job of planning their needs for years ahead, the funding for those plans relies upon Congressional short-term extensions, unpredictable state bonding debates, and declining fuel taxes caused by high mileage vehicles and political paralysis. Congress has not raised fuel taxes since 1993.

The Turnpike, by contrast, operates under a constantly evolving 30-year Reserve Maintenance and Capital Plan. Strategy for the near term is contained in a four-year investment schedule that guides current operations for design and construction.

The Turnpike's 30-year plan includes projections for revenue and debt as well as for capital projects of all types. The Turnpike spends between \$40M and \$70M per year on capital repairs and improvements. Turnpike bond issues typically extend out to 30 years with 10 year call features for flexibility in re-financing. For example, on March 3, 2015, the Turnpike called in about \$152M in par value debt bearing interest of between 5% and 6% and replaced it with \$145M in par value bonds costing 2% to 4%. Present value savings in principal and interest is \$24.6M.

The Turnpike is now paying for capital repairs entirely out of revenue and will neither borrow new money nor raise tolls for the foreseeable future except to take on an entirely new project like the Gorham spur.

### **Capital Maintenance Planning**

The Turnpike's re-paving program is based on a need to remove the top layer of paving about every 12 to 15 years. Even after filling cracks at the 5 to 7 year mark, the top wearing surface, the first inch or two, needs to be replaced at regular intervals to preserve the underlying structure for an indefinite life.

When the condition of the surface reaches a critical point, it's deterioration will rapidly accelerate and yield more damage to the entire structure than can easily be repaired. Timing for re-paving depends on periodic inspections of the surface. The Turnpike never compromises on this issue but intercepts damage when it is most appropriate to curtail it, when the wearing surface has neared the end of its economic life.

Similar concepts apply to bridge decks, steel structures and even plow trucks. The Turnpike has found it most economical over the long term to keep trucks for 15 years. 87 of them are needed to maintain the road. That means purchasing about 6 new trucks every year.

To keep trucks that long requires storing them in sheltered garages. When they are 7 or 8 years old, they are taken apart, sand blasted and repainted. Otherwise, irreversible corrosion sets in too soon. When the trucks are about 15 years old, it becomes difficult to get parts for them. They are put out to auction where good value is received for them.

Although the Turnpike does long range planning exceptionally well, two areas come to mind where it is inherently difficult:

1. Highway capacity planning that depends on predicting future traffic and the state of the economy;  
and
2. Capital projects relating to the use and deployment of rapidly evolving electronic systems.

### **Traffic Planning**

Ten years ago, the Turnpike had planned by now to have widened the highway to six lanes from mile 44 in South Portland up to the Falmouth spur. But suddenly in 2008, our economy was hit with a "black swan" event, the bankruptcy of Lehman Brothers, the worst recession since 1937, and a downturn of unpredictable duration.



Traffic dropped and stayed low for the ensuing years, and the widening plan was indefinitely deferred until recovering traffic demands may someday make it necessary. The money saved from deferred construction helped to offset the loss of toll revenue from the recession.

Because Maine offers cheap and recession proof vacations for large populations to our south and west, the Turnpike's traffic dropped less than that of most other roads and the Turnpike's bond rating stayed high. One of the rating agencies, Standard & Poors, actually increased MTA's bond rating in 2012 because of how it weathered the recession.

### **Long Range Planning for Electronic Toll Systems**

Planning to replace electronic systems is always uncertain. In 1997, the Turnpike was the first toll road in New England to adopt electronic tolling. MTA bought a system called "Transpass" whose transponders were expensive but highly promising. Within a few years, the Transpass supplier fell on hard times, a competitive system called E-ZPass came into vogue throughout the northeast, and it soon became uneconomical to sustain Transpass. The Turnpike's foray into Transpass was an example of planning too far ahead a little too quickly.

On February 1, 2005, after a year of extensive preparations, the Turnpike converted to E-ZPass with an entirely new suite of electronic sensors, computer hardware, and back office software adjustments. This system enabled MTA to join what has now become the world's largest tolling consortium, the "Interagency Group" (IAG) that allows Maine motorists with E-ZPass to travel south to North Carolina or west to Chicago through 25 separate toll systems in 15 states without paying cash.

E-ZPass has been highly successful. Ten years ago, MTA's operating costs for toll collection were 26% of revenue. Today they are 13%. The standard transponder now costs \$10 instead of \$25. Nearly 70% of Turnpike revenue is being collected electronically. 39% of revenue is collected from motorists with an E-ZPass tag from out of state.

Although the electronic systems placed in service during the E-ZPass conversion ten years ago continue to serve the Turnpike well, they are now obsolete. Anyone who still owns a computer bought in 2004 is probably using it as a door stop. MTA's E-ZPass lane servers are just that old. The Turnpike can no longer get parts for them. Newer sensors, servers, and software are now available that greatly outperform MTA's legacy system.

Three years ago, MTA began replacing these components in all 19 toll plazas with a more advanced system that is more effective, cheaper to operate, and easier to maintain. About a third of the plazas have now been converted and the remaining plazas must be done within the next three or four years before old components become unserviceable.

The new system is entirely compatible with all electronic tolling (AET). If the Turnpike later decides that it is feasible or desirable to abandon cash collection in the toll plazas, all of the existing lanes will be capable of processing traffic either by E-ZPass or by photos for pay-by-plate. All of the new lanes, both E-ZPass and cash, are equipped with high resolution cameras to record plate photos of vehicles without transponders.

Some people have argued that the Turnpike should abandon cash collection now rather than to invest in cash booths at York. When leadership changed at the Turnpike on March 17, 2011, it was soon decided to commission a completely independent study on whether to introduce AET at York or elsewhere on the highway.



In a competitive process in the summer of 2011, the Turnpike selected CDM Smith, one of the world's leading toll analytical firms who have helped to deploy AET in a number of other jurisdictions. MTA asked the firm to explain how to adopt AET at two sites, York and West Gardiner/I-295, and to define the consequences for doing so.

The consultant was not asked for an opinion on the merits of the idea; that was a policy issue for the Turnpike Board to make. The consultant was asked instead to explain how AET might be done and to spell out the surcharges, the staffing requirements, the costs, and the traffic diversions that might result if AET were adopted instead of open road tolling (ORT) where cash collection is preserved.

While the work was underway, the Turnpike commissioned a survey of cash lane traffic so that the consultant could better calculate what the impact would be to convert those patrons to paying by mail. In the end the survey, conducted at a cost of \$175,615 between August of 2012 and June of 2013, provided a good profile of cash traffic that improved the quality of the consultant's AET analysis.

CDM Smith's study was completed in the spring of 2014 at a cost of \$187,000 for York and \$136,000 for West Gardiner. It concluded that to introduce AET at York would cost the Turnpike \$6.5M per year in lost revenue and increased costs. To recover that money would require raising the York toll from \$3 to \$6 under toll-by-plate. This would divert several thousand cars per day onto congested Routes 1 and 236.

The report was submitted to the board along with recommendations from staff. After hearings and a period for public review, the board voted unanimously on July 14, 2014, to preserve the ability to collect cash at York in order to avoid raising the cash toll and diverting traffic onto local roads.

This vote re-confirmed a decision that had been made by the board five years before – but this time under a different chairman, with five intervening changes in board membership, and with a different executive director and a new consultant overseeing the analysis.

### **Here Comes the Hard Part**

Wayne Gretzky's father trained him to "skate where the puck's going, not where it's been." That advice is as cogent for technology as it is for hockey. Modern commerce is littered with abandoned technologies, 8-track tapes, Beta videos, Wang computers, Blackberry phones, and Transpass. There are also many failed transitions, most notably in Maine the 2005 switch-over for Medicaid claims at DHHS and last year's adoption of Epic medical records at Maine Medical Center.

For public utilities, toll highway systems, and other such organizations that seek to remain stable over the long term, the key to effective planning is flexibility. By way of example, the Maine Turnpike retains its own customer service personnel to manage E-ZPass and its own staff of experienced code writers to re-design software as tolling technology evolves. In the toll collection field, there are national contractors with monopolistic ambitions that the Maine Turnpike is protected from by employing its own experts.

If the Turnpike were to abandon cash collection at York and convert to a toll-by-plate system for those who formerly paid cash and if no surcharge were imposed, then the Turnpike will lose about \$27M in the first five years and \$43M in the first ten. The extra capital cost to retain cash collection at York is estimated at about \$31M. This capital cost can be recovered in only six years.

But two other points are important.



First and foremost, the retention of cash collection capacity at York gives the Turnpike flexibility to convert to AET at any point in the future when electronic tolling becomes sufficiently accepted by the public to render AET feasible. No one can reliably predict when that convergence will occur.

The Turnpike has done everything possible in the last four years to promote electronic tolling:

- In August of 2011, Maine, New Hampshire and Massachusetts became the first three states to sign a contract for toll collection reciprocity.
- On February 1, 2012, the price of a transponder was dropped from \$25 to \$10.
- In 2012, the Legislature allowed the Turnpike to drop the commuter discount program so that E-ZPass transponders could be sold on-line. Since on-line sales commenced on November 1, 2012, Turnpike E-ZPass sales have doubled to more than 3000 transponders per month. In 2014, 59% of those sales were on-line.
- The new family discount program introduced on November 1, 2012, provides a powerful inducement to join E-ZPass. This program provides \$7M in annual savings to Maine account holders in contrast to the former program that saved only \$2M.
- The Turnpike has advertised the virtues of E-ZPass persistently on drive time radio.

In 2014, the Turnpike opened 22,284 new accounts and sold 37,435 new transponders, raising its totals by over 10% in one year to nearly 200,000 active accounts and over 300,000 transponders. In the meantime, the Turnpike's percentage of electronic revenue has been slowly climbing by about 2% per year.

Given the success of transponder sales, the growth in electronic revenue is much less than one might expect. The difference can be explained by the fact that so few new account holders use the turnpike with great frequency. Many don't live near the Turnpike but find it convenient to install a tag on their windshields for the few occasions when they can use it. In January of 2015, 68,000 account holders – over 1/3 of them – had no transactions. In February, 94,000 accounts had no activity.

Thus, the Turnpike continues to collect 30% of its revenue in cash despite rapidly growing sales of transponders. Toll roads in other states like those in Dallas and South Florida have adopted AET in tolling environments where electronic revenue exceeds 85 or 90% and nearly all of the traffic is from in-state commuter cars and not from out-of-state trucks and tourists.

Massachusetts is making the transition to AET because it has no choice. The capital costs for new plazas, the unavailability of real estate, the environmental barriers, and the many congestion points on its system make it extremely difficult for Massachusetts to preserve cash collection. Because the Massachusetts Turnpike has no bond rating independent of the Commonwealth, the loss of revenue and increased cost of an AET system have fewer consequences. Their revenue loss is being offset by charging a \$50 penalty for each violation which is causing outrage among those currently being charged on the Tobin Bridge.

Maine's traffic and real estate environment is entirely different. The Maine Turnpike has the capacity to install what it needs to remain flexible, to preserve its financial integrity, to avoid imposing penalties or surcharges, and to prevent traffic diversion onto state highways.

Another concern is the practicality of converting one plaza of the Turnpike to AET without converting all the others. If a driver without E-ZPass were to enter through an AET system at York and proceed through a conventional E-ZPass lane at New Gloucester, that person is treated as a customer at York but a violator at New Gloucester. The billing protocols and the treatment of the patron are quite different under each system. This gives weight to the argument that a conversion to AET is best done on the whole road at once when the entire system is ready for it.

## Conclusion

The Turnpike is required by its charter, by state law, by a 38-page rule under the Sensible Transportation Policy Act (SPTA), and by its bond resolutions to base its decisions on sound long range planning with input from diverse stakeholders including citizens and municipalities. Language from the SPTA passed by a 1991 citizens' referendum is typical: “. . . transportation planning decisions, capital investment decisions and project decisions must:

B. Require that the full range of reasonable transportation alternatives be evaluated for all significant highway construction or reconstruction projects . . . .

G. Incorporate a public participation process in which local governmental bodies and the public have timely notice and opportunity to identify and comment on concerns related to transportation planning decisions, capital investment decisions and project decisions. The department and the Maine Turnpike Authority shall take the comments and concerns of local citizens into account and must be responsive to them.” From 23 MRSA §73.

The York toll plaza was constructed in a poor location on inadequate soils in 1969 with the belief that it would be dismantled 13 years later when bonds were paid. Plans changed. The plaza has since been expanded, repaired, and retained for 46 years.

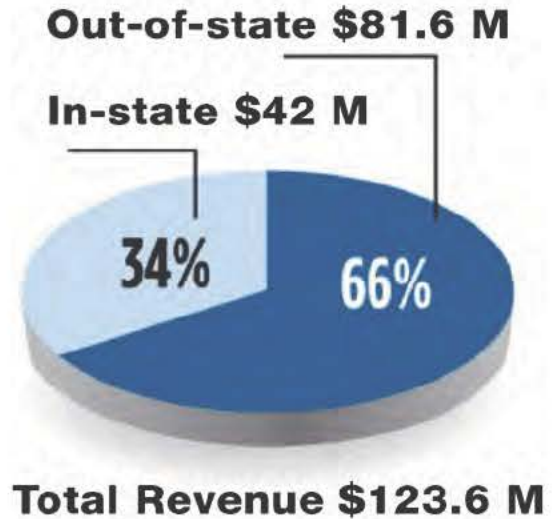
At this stage, the Turnpike must replace all of its aging electronics to keep pace with technological change. It makes no sense to install new sensors, cameras, lane controllers, and supporting systems in a dilapidated structure that cannot accommodate high speed tolling.

The Turnpike is considering all of its reasonable options and has engaged the public at every stage. It will continue to do so. Existing statutes and rules are entirely adequate to guide the process.



## TRAFFIC, BUDGET AND REVENUE

**In 2014, two-thirds of MTA revenue was paid by out-of-state customers.**



75.6 million vehicle transactions, an increase of 3.4 percent over 2013

\$123.6 million in revenue, an increase of 1.5 percent over 2013

### 2014 Toll Revenue Summary

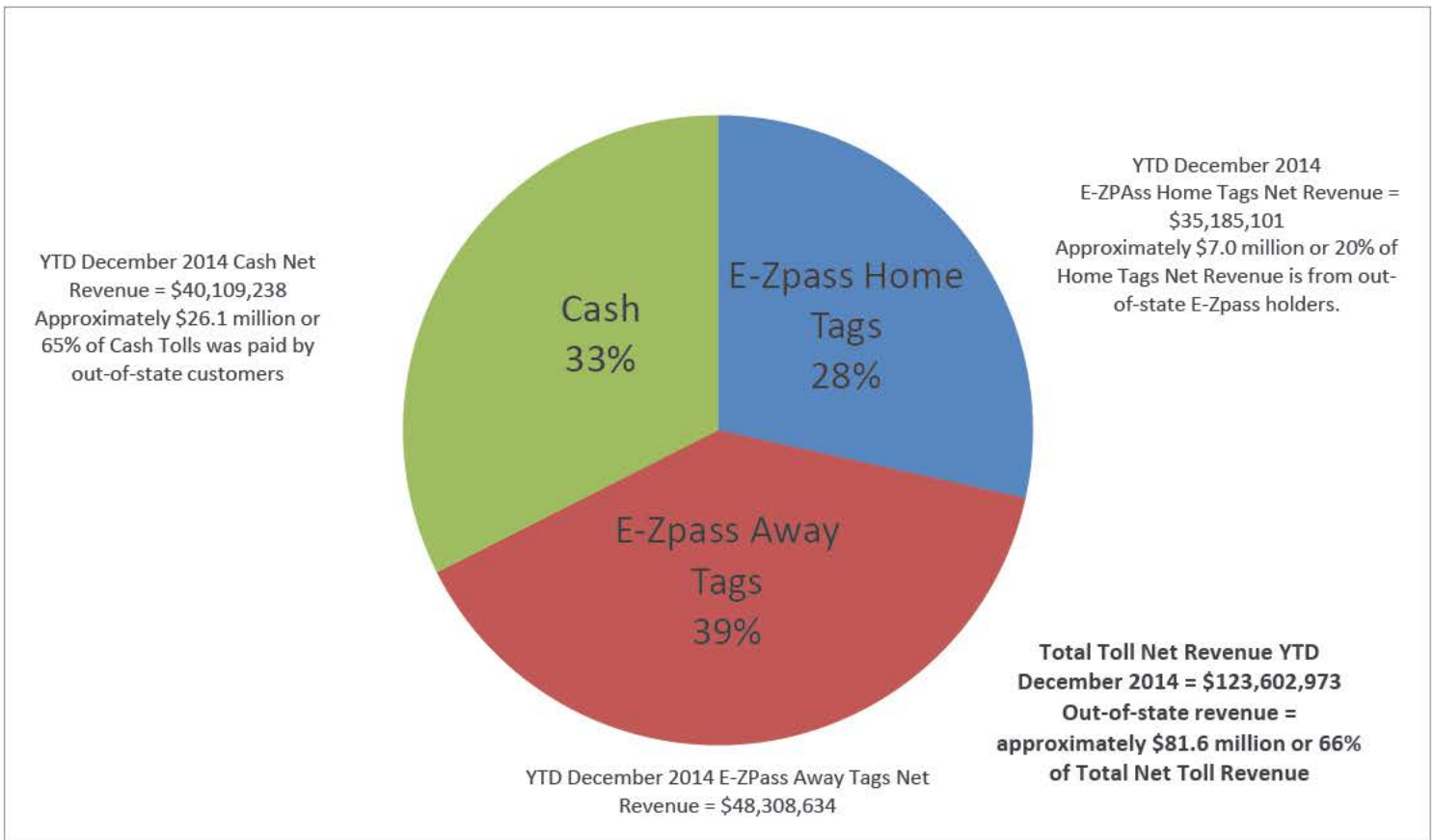
	TOTAL
Cash Revenue	\$40,106,776
Home E-ZPass Personal Revenue	\$27,453,924
Home E-ZPass Personal Discount	(\$7,015,813)
Home E-ZPass Buisness Revenue	\$14,753,646
Home E-ZPass Business Discount	(\$2,165,580)
Away E-ZPass Revenue	\$48,308,635
	<b>\$123,607,168</b>

# Maine Turnpike Authority

## Toll Revenue by Payment Method **NET of Discounts**

01/01/2014 - 12/31/2014

**\*After Discounts\***



At the close of 2014, the percentage of customers using E-ZPass was 69%, a two percent increase over 2013.

Maine E-ZPass customers received over \$9.1 million in discounts in 2014





# 2014 CONSTRUCTION PROJECTS

**In 2014 the Maine Turnpike allocated \$51.7 million for capital construction projects**

## **Pavement Rehabilitation - \$12.1 million**

Kennebunk to Arundel - Mile 23 to 30  
Cumberland - Mile 57 to 59  
West Gardiner to Augusta - Mile 102 to 109



## **Bridge Repair and Rehabilitation - \$35.8 million**

York - York River Bridge, Cutts Road Underpass  
Saco - Saco River Bridge  
Portland - Stroudwater River and MCRR  
Portland - Riverside Street and Forest Avenue  
Falmouth - Falmouth Road  
Falmouth - Piscataqua River Bridges  
Gray - Center Street  
Lewiston - No Name River  
Sabattus - Lisbon Rd  
Litchfield - West Road  
Litchfield - Litchfield Road  
Gardiner - Route 126



## **Toll Systems - \$2 million**

Exit 19, Exit 48 and Exit 46 (southbound only)

## **Clearing - \$600,000**

New Gloucester Mile 63 to 73  
Falmouth to Gray Mile 52 to 63





# Lewiston Interchange

## Single Point Urban Interchange (SPUI)

In 2014 work continued on Exit 80 in Lewiston. The interchange has been designed to improve traffic operations, accommodate long-term traffic projections and create consistency for existing and planned development. This new interchange will be a Single Point Urban Interchange (SPUI), the first one in the state of Maine. This has been ongoing project between the MTA, the MaineDOT and the City of Lewiston.

This year's work focused on the ramps connecting the mainline of the turnpike to Alfred Plourde Parkway. The construction on the ramps was the final part of phase I. Phase I was a \$5.1 million project that began in January 2014. In late summer and early fall there was a series of ramp closures for construction activities. These ramp closures were well advertised and detour routes were provided. There was minimal disruption to turnpike traffic. Phase II of the project, which includes reconstruction of the mainline and bridges, began in late 2014. It will continue throughout 2015 and will extend into 2016.



# Toll Systems Upgrades

In the summer of 2014 the Maine Turnpike Authority continued its multi-year project to install new electronics in all 133 toll lanes, both cash and E-ZPass. The new electronics are manufactured by UTS/TransCore and is known as the “Infinity System”. Three interchanges underwent the conversion in 2014, Exit 19 in Wells, Exit 46 Portland and Exit 48 in Westbrook.

This work included the complete reconstruction of the existing structural concrete slabs at the nine entrance lanes. It also included demolition and reconstruction of the islands, booths and canopy and the upgrading the cash system tolling equipment. This project also contained the installation signs and traffic control devices. All of this complicated construction was done while traffic still flowed through the interchanges.

Work on these toll plazas continues into 2015.





# Speed Limit Increase

On August 11, 2014 the Maine Turnpike Authority raised the speed limits on portions of the road. According to Executive Director, Peter Mills “with the improvements that have made Maine’s Interstates safer, such as added guardrails in the median and clearing along the highway, it makes sense to raise the speed limit to the rate of which most people are already traveling, if it is safe to do so.”

Starting at 5:00 am on a Monday morning the Turnpike maintenance crews were out replacing approximately 100 signs along the highway. The MaineDOT also raised the speed limits on portions of I-295 and I-95 in 2014.

Now the speed on the Maine Turnpike is 70 miles per hour with the exceptions of:

- South of mile 2.1 on I-95 in Kittery, the maximum speed remains at 65 mph.
- On the Falmouth Spur, the maximum speed is 60 mph.
- Through Greater Portland, north of mile 44.1 in Scarborough and south of mile 52.3 in Falmouth the maximum speed is 60 mph.





# EMPLOYMENT MILESTONES

## 5 Years

Casey Hall • Facility Systems Operator  
Arlo Pike • Safety Coordinator  
Michael Sherman • Highway Maintenance III

## 10 Years

Kenneth R. Barnes Jr. • Highway Maintenance III  
Lynn M. Benavides • Toll Collector I  
Jerry R. Boucher • Toll Collector I  
Jason R. Cassette • Toll Collector I  
Mark A. Ekholm • Toll Collector I  
James A. Hicks • Toll Collector I  
Joyce M. Martin • Fare Collection Coordinator  
Lorelei E. Michaud • Toll Collector I  
Calvin Paquet • Communication Center Specialist  
Jean-Guy Paquet • Toll Collector I  
Richard S. Parlin • Sign Maker  
John P. Sirois • Director of Finance  
Danielle Slator • HR & Benefits Specialist II  
Cecile Champagne Thompson • Deputy Director Human Resources

## 15 Years

Leo P. Labbe Jr • Highway Maintenance III  
Ronald E. McCarthy • Equipment Body Mechanic  
Gregory B. Stone • Toll Revenue Auditor

## 20 Years

Barbara J. Kelley • Toll Collector I

## 25 Years

Michael J. Dougherty • Toll Collector I  
Timothy E. Harris • Fare Collection Superintendant  
Anita F. Metcalf • Toll Collector I  
Jane M. Oldham • Communication Center Specialist  
James S. Sotir • Highway Maintenance Foreman

## 30 Years

Mark F. Gustin • Building Maintenance Foreman  
Laurel J. Martin • Communication Center Specialist  
Ernest P. Rowe • Automotive Mechanic III  
Gregory D. Sotir • Violation Notice Processor  
Jo-Ellen Williamson • Toll Collector I

## 35 Years

Jay W. Colby • Toll Collector I

# **THE MAINE TURNPIKE AUTHORITY**

## **Financial Statements**

**For the Years Ended December 31, 2014 and 2013**



# THE MAINE TURNPIKE AUTHORITY

## Financial Statements

For the Years Ended December 31, 2014 and 2013

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Accessible  
Approachable  
Accountable

## Independent Auditors' Report

To the Board of Directors  
Maine Turnpike Authority  
Portland, Maine

### Report on the Financial Statements

We have audited the accompanying financial statements of the Maine Turnpike Authority, a component unit of the State of Maine, as of and for the years ended December 31, 2014 and 2013, and the related notes to the financial statements, which comprise the Authority'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.

### Auditors' 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 audits 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 auditors' 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 entity'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 entity'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 Maine Turnpike Authority, as of December 31, 2014 and 2013, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### Macpage LLC

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***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 3-8, the schedule of funding progress for the retiree healthcare plan on page 32 and the trend data on infrastructure condition on page 32 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.

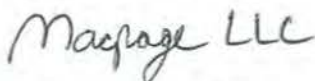
***Other Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that comprise the Authority's basic financial statements. The Calculation of the Composite Debt Service Ratio on page 33, as required by the bond resolutions and related documents and the Statement of Activities for the State of Maine General Purpose Financial Statements on page 34 is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The Calculation of the Composite Debt Service Ratio on page 33 and the Statement of Activities for the State of Maine General Purpose Financial Statements on page 34 is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Calculation of the Composite Debt Service Ratio on page 33 and the Statement of Activities for the State of Maine General Purpose Financial Statements on page 34 is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated March 19, 2015 on our consideration of the Maine Turnpike Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is 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 Maine Turnpike Authority's internal control over financial reporting and compliance.



South Portland, Maine  
March 19, 2015



# **THE MAINE TURNPIKE AUTHORITY**

## **Management's Discussion and Analysis**

**December 31, 2014**

The management of the Maine Turnpike Authority (the Authority) offers this narrative overview and analysis of the Authority's financial activities for the years ended December 31, 2014 and 2013. This discussion and analysis is designed to assist the reader in focusing on the significant financial issues and activities and to identify any significant changes in financial position. The information presented here should be read in conjunction with the Authority's basic financial statements.

### **Financial Highlights**

Net operating income for the Maine Turnpike Authority was \$48,724,953 and \$57,013,512 for calendar years 2014 and 2013, respectively. The decrease in net operating income is mostly due to an increase in Preservation Expenses. Total Revenues increased 1.6% in 2014 which is mostly due to an increase in traffic of 3.4% over the prior year. The increase in Operating Expenses is due to an increase in Salaries over the prior year due to entering a new union contract in 2014. See Note #11 regarding the union contract. Also included is an increase in Preservation Expenses due to an accelerated bridge repair and painting program that was planned for in 2014.

Net income produced a change in net position of \$27,878,759 compared to \$33,370,343 for fiscal years 2014 and 2013, respectively. The term "net position" refers to the difference between assets and liabilities. At the close of calendar year 2014, the Authority had a net position of \$208,875,977, an increase of 15.4% over calendar year 2013. At the close of calendar year 2013, the Authority's net position was \$180,997,218. The Authority's overall financial position has improved as shown by the increase in net position.

### **Overview of the Basic Financial Statements**

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's financial statements are presented in a manner similar to a private-sector business and have been prepared according to accounting principles generally accepted (GAAP) in the United States. Revenues are recorded as they are earned and expenses are recorded as they are incurred, regardless of when cash is received or disbursed.

### **Basic Financial Statements**

The statement of net position presents information on all of the Authority's assets and liabilities, with the difference reported as net position. Over time, increases and decreases in net position serve as a relative indicator of the change in financial position of the Authority.

The statement of revenues, expenses, and changes in net position shows the result of the Authority's total operations during the fiscal year and reflects both operating and non-operating activities. Changes in net position reflect the fiscal period operating impact upon the overall financial position of the Authority.



## Management Discussion and Analysis, continued

The statement of cash flows provides a detailed analysis of all sources and uses of cash. The direct method of cash flows is presented, ending with a reconciliation of operating income to net cash provided by operating activities. The statement of cash flows is divided into the following activities: operating, capital and related financing, and investing.

### Notes to the Financial Statements

The notes provide additional information that is essential to fully understand the data provided in the basic financial statements.

### Other Information

In addition to the basic financial statements and notes, this report also presents required supplementary information concerning infrastructure condition and the retiree healthcare plan. Additionally, certain supplementary information concerning the Authority's debt service ratio, as defined by the bond resolution, is included.

### Financial Analysis

#### Maine Turnpike Authority's Statement of Net Position

	December 31,	
	2014	2013
<b>Assets and Deferrals</b>		
Current Assets	\$ 148,942,455	\$ 106,492,381
Capital Assets, Net of Accumulated Depreciation	514,025,030	497,236,090
Non-Current Restricted Assets	33,521,431	48,415,195
Other Assets	10,095,405	12,514,588
Deferred Outflows of Resources	7,373,232	7,652,018
<b>Total Assets and Deferred Outflows</b>	<b>\$ 713,957,553</b>	<b>\$ 672,310,272</b>
<b>Liabilities and Net Position</b>		
Current Liabilities	46,307,026	44,977,043
Bonds Payable, Net of Unamortized Premiums	440,641,560	430,974,658
Other Post Employment Benefits Liability	15,957,253	13,961,000
Other Non-current Liabilities	2,175,737	1,400,353
<b>Total Liabilities</b>	<b>\$ 505,081,576</b>	<b>\$ 491,313,054</b>
<b>Net Position:</b>		
Net Investment in Capital Assets	124,930,076	117,417,425
Restricted	72,903,881	49,831,918
Unrestricted	11,042,020	13,747,875
<b>Total Net Position</b>	<b>\$ 208,875,977</b>	<b>\$ 180,997,218</b>
<b>Total Liabilities and Net Position</b>	<b>\$ 713,957,553</b>	<b>\$ 672,310,272</b>

## Management Discussion and Analysis, *continued*

As noted earlier, net position serves as an indicator of the Authority's overall financial position. In the case of the Authority, assets exceeded liabilities by \$208,875,977 at the close of 2014. This represents an increase of \$27,878,759 (15.4%) over the net position balance of \$180,997,218 as of December 31, 2013. This increase was primarily due to an increase in Net Fare Revenue due to an increase in traffic offset by an increase in Preservation Expenses for bridge repair and painting projects in 2014.

The largest portion of the Authority's net position reflects its net investment in capital assets (e.g., right-of-way, roads, bridges, toll equipment, etc) less any related outstanding debt used to acquire those assets. The Authority uses these capital assets to provide service and consequently, these assets are not available for liquidating liabilities or for other spending. The net investment in Capital Assets was \$124,930,076 and \$117,417,425 for the years ending December 31, 2014 and 2013, respectively.

Restricted net position is reserved for projects defined in the bond resolutions and applicable bond issue official statements. The Authority's restricted net position was \$72,903,881 and \$49,831,918 for the years ending December 31, 2014 and 2013, respectively. The remaining unrestricted net position serves as working capital and may be used to meet the Authority's capital and ongoing operational needs.

### The Maine Turnpike Authority's Changes in Net Position

	For the Years Ended December 31,	
	2014	2013
<b>Revenues:</b>		
Net Fare Revenues	\$ 123,607,168	\$ 121,817,365
Concession Rental	4,224,658	4,147,783
Investment Income (Loss)	252,504	(473,518)
Miscellaneous	1,177,149	1,135,177
<b>Total Revenues</b>	<b>\$ 129,261,479</b>	<b>\$ 126,626,807</b>
<b>Expenses:</b>		
Operations	22,645,518	21,604,137
Maintenance	28,794,257	26,287,423
Administrative	2,183,602	2,204,851
Depreciation	5,420,093	5,480,257
Preservation	21,192,149	14,401,856
Interest Expense	20,277,858	20,884,040
Other	869,243	2,393,900
<b>Total Expenses</b>	<b>\$ 101,382,720</b>	<b>\$ 93,256,464</b>
<b>Changes in Net Position</b>	<b>27,878,759</b>	<b>33,370,343</b>
<b>Net Position, beginning of year</b>	<b>180,997,218</b>	<b>147,626,875</b>
<b>Net Position, end of year</b>	<b>\$ 208,875,977</b>	<b>\$ 180,997,218</b>



## **Management Discussion and Analysis, *continued***

The Authority's net fare revenues, which represent approximately 96% of all operating revenues, increased \$1,789,803 (1.5%) in 2014. The increase is due to an increase in traffic of 3.4% from the prior year. Concession Rental income increased \$76,875 (1.9%) in 2014, due to increased customer patronage. Operations, Maintenance and Administrative expenses increased \$3,526,966 (7.0%) in 2014. This increase is attributed to the Authority and the MSEA agreeing upon a three year contract effective January 1, 2014 which covers supervisors and employees. This new contract provides the Employees with a 2% COLA as well as the approval to grant steps and longevity increases to those employees that did not receive them during the time of status quo. Also, there were some expenses, like salt, that were larger than expected due to the harsher than normal winter season. Preservation expenses increased \$6,790,293 (47.1%) in 2014 due to the expansion of the paving, bridge, slope and drainage repair programs.

### **Capital Assets and Debt Administration**

#### *Capital Assets*

The Authority's investment in capital assets as of December 31, 2014 amounted to \$585,971,190 of gross asset value with accumulated depreciation of \$71,946,162, leaving a net book value of \$514,025,030. Capital assets include right-of-way, roads, bridges, buildings, equipment and vehicles. Please see Note 3 of the financial statements for a schedule of changes in the Authority's capital assets.

Capital asset acquisitions are capitalized at cost. Acquisitions are funded through debt issuance and Authority revenues.

Major capital asset events of 2014 include the completion of Phase I of the new Lewiston Interchange which involved the reconstruction of the north and southbound ramps. The Ferrin/West Road and Litchfield Road Bridges were also completed and re-opened to the public. Also, engineering and design work for the Piscataqua River Bridge Structures #28 and #31 were done and construction has begun and the estimated completion is fall of 2015. Lastly, the Authority is also in the process of updating the Toll System which was installed in 2004 and will be replaced by Transcore's Infinity solution. This project will upgrade each toll plaza location with improved traffic counting and video/image technology to continue the highly accurate data collection the Authority requires. The upgrade will be phased in over the next five years. In 2014 Phase I was completed which included the Kennebunk, Scarborough and Rand Road Toll Plazas. Phase II is well under way which includes Wells, Saco and Jetport Southbound Toll Plazas. In addition, engineering and design work has begun on the West Gardiner open road tolling (ORT) and Exit 52 (Falmouth Spur) ORT conversion.

#### *Modified Approach for Infrastructure Assets*

The Maine Turnpike Authority has elected to use the modified approach to infrastructure reporting. This means that, in lieu of reporting depreciation on infrastructure, the Authority reports the costs associated with maintaining the existing asset in good condition as preservation expense. Infrastructure assets include: roads, bridges, interchanges, tunnels, right of way, drainage, guard rails, and lighting systems associated with the road. Pursuant to its bond covenants, the Authority maintains a reserve maintenance fund for these preservation expenses. For fiscal 2014, \$21,192,149 was spent for preservation compared to an estimated cost of \$24,126,900.



## Management Discussion and Analysis, *continued*

The roadways are rated on a 10-point scale, with 10 meaning that every aspect of the roadway is in new and perfect condition. The Authority's system as a whole is given an overall rating, indicating the average condition of all roadways operated by the Authority. The assessment of condition is made by visual inspection designed to reveal any condition that would reduce highway-user benefits below the maximum level of service. The Authority's policy is to maintain the roadway condition at rating of 8 (generally good condition) or better. The results of the 2014 inspection states that the Maine Turnpike has been maintained in generally good condition and presents a favorable appearance, which is the same assessment the Authority received in 2013.

### *Long-term Debt*

The Authority has outstanding bonds payable of \$419,112,544 and \$39,284,016 for revenue and subordinated bonds, respectively (both net of unamortized bond discounts and premiums). Please see Note 6 of the financial statements for the annual principal payment requirements on revenue and subordinated bonds as of December 31, 2014.

The Authority has a cap, set by the Legislature, on the amount of revenue bonds that can be outstanding at any given time. In 2007 this cap was increased to \$486,000,000. As of December 31, 2014, outstanding revenue bonds were \$392,305,000, leaving \$93,695,000 available under the cap.

The Authority's current bond ratings are as follows:

Fitch	AA-
Moody's	Aa3
Standard & Poor's	AA-

In 2014, Fitch and Standard & Poor's completed their review of the Authority's finances and each agency affirmed the Authority's ratings and gave a stable outlook.

In July, 2014 the Authority issued \$39,715,000 of Series 2014 Revenue Bonds and the proceeds from the bonds were used to refund a portion of principal amounts of the Series 2004 Bonds maturing in the years 2015 through 2020 and Series 2007 Bonds maturing in the years 2018 through 2024. This advance refunding took advantage of a general reduction in interest rates to achieve an overall reduction in future debt service costs.

Also in July 2014, the Authority issued \$27,555,000 of Series 2014 Special Obligation Refunding Bonds to purchase a section of Interstate 95 in Kittery extending approximately 1.9 miles from the current southern end of the Turnpike to the abutment of the bridge over the Piscataqua River at the New Hampshire Border. This Kittery segment of the Interstate was maintained by the Authority under contract with the MaineDOT and the Authority was reimbursed for the costs associated with upkeep of this section of the Interstate.

In 2015 the Authority has plans to take advantage of the low interest rates and refund the Series 2005, 2007 and 2009 Bonds. The net present value of the interest rate reduction is approximately \$24 million. All three rating agencies, Moody's, Standard and Poor's, and Fitch re-affirmed the Authority's financial ratings and noted the Authority's long range financial planning and budgeting.



## **Management Discussion and Analysis, *continued***

### ***Debt Service Reserve Fund***

The general bond resolution requires the Authority to fund the Debt Service Reserve Requirement with cash and investments or with a surety policy or letter of credit.

Currently, the Debt Service Reserve requirement is approximately \$17,674,267, which is fifty percent of maximum annual debt service (MADS). To meet this requirement, the Authority has deposited \$17,674,267 of cash into the Debt Service Reserve Fund. The Authority has approximately \$21,000,000 of surety bonds in place, however, with the exception of Assured Guaranty (FSA), the sureties are rated lower than the Authority's bond ratings and therefore do not count towards the Debt Service Reserve requirement.

In 2014 FSA, now Assured Guaranty, was upgraded by Moody's and now meets the debt service reserve fund requirements towards one half of MADS.

Please see Note 7 of the Financial Statements for more discussion of the Debt Service Reserve Fund.

### **Budgetary Controls**

Each year the Maine Turnpike Authority presents their Operating, Reserve Maintenance and Capital budgets to the Transportation Committee and it is ultimately voted on by the State of Maine Legislature. The Authority has made several decisions which have resulted in significant reductions to preceding budgets that have been received very positively by the Committee and the Legislature. More importantly, actual expenses have begun to prove that these decisions have positively affected the Authority's outcome without negatively impacting the mission of the Authority which is to provide a safe and efficient highway operated at a reasonable cost.

### **Requests for Information**

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in its finances. Questions concerning any of the information provided in this report or request for additional financial information should be addressed to the Chief Financial Officer, Maine Turnpike Authority, 2360 Congress Street, Portland, ME 04102; or email your questions to [info@maineturnpike.com](mailto:info@maineturnpike.com).

## STATEMENT OF NET POSITION

ASSETS AND DEFERRED OUTFLOWS	December 31,	
	2014	2013
<b>Current Assets:</b>		
Cash and Equivalents	\$ 17,681,437	\$ 17,778,869
Restricted Cash and Equivalents to meet current restricted liabilities	31,652,819	81,808,946
Restricted Investments - Short Term	93,373,565	-
Accounts Receivable and Accrued Interest Receivable	4,371,703	4,424,921
Inventory	825,445	1,604,401
Other - Current Assets	1,037,486	875,244
<b>Total Current Assets</b>	<b>148,942,455</b>	<b>106,492,381</b>
<b>Non-Current Assets:</b>		
Restricted Assets		
Cash and Equivalents	16,608,571	34,100,454
Investments - Long Term	16,843,261	14,301,245
Accounts Receivable and Accrued Interest Receivable	69,599	13,496
<b>Total Restricted Assets</b>	<b>33,521,431</b>	<b>48,415,195</b>
<b>Other Assets</b>		
Prepaid Bond Insurance - Net	1,135,405	1,509,588
MDOT Prepaid Transfer	8,960,000	11,005,000
<b>Total Other Assets</b>	<b>10,095,405</b>	<b>12,514,588</b>
<b>Capital Assets not being Depreciated:</b>		
Land and Infrastructure	439,102,304	429,931,568
Construction in Progress	13,020,960	7,824,106
<b>Capital Assets net of Accumulated Depreciation:</b>		
Property and Equipment	61,901,766	59,480,416
<b>Total Capital Assets - Net of Accumulated Depreciation</b>	<b>514,025,030</b>	<b>497,236,090</b>
<b>Total Non-Current Assets</b>	<b>557,641,866</b>	<b>558,165,873</b>
<b>TOTAL ASSETS</b>	<b>\$ 706,584,321</b>	<b>\$ 664,658,254</b>
<b>Deferred Outflows of Resources:</b>		
Deferred Loss on Refunding Bonds	7,373,232	7,652,018
<b>Total Assets and Deferred Outflows</b>	<b>\$ 713,957,553</b>	<b>\$ 672,310,272</b>

*See independent auditors' report.*

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



**STATEMENT OF NET POSITION, *continued***

<b>LIABILITIES AND NET POSITION</b>	<b>December 31,</b>	
	<b>2014</b>	<b>2013</b>
<b>Current Liabilities Payable from Unrestricted Assets:</b>		
Accounts, Contracts and Retainage Payable	\$ 3,456,199	\$ 3,058,267
Accrued Salary, Vacation and Sick Leave Payable	2,314,184	2,138,500
Unearned Fare Revenue	7,926,818	7,192,852
Unearned Concession Rentals	307,670	49,706
<b>Total Current Liabilities Payable from Unrestricted Assets</b>	<b>14,004,871</b>	<b>12,439,325</b>
<b>Current Liabilities Payable from Restricted Assets:</b>		
Accounts, Contracts and Retainage Payable	3,874,266	3,759,585
Accrued Salary, Vacation and Sick Leave Payable	188,760	159,329
Bond Interest Payable	10,015,953	10,261,904
Current Portion of Revenue Bonds and Subordinated Debt Payable	17,755,000	17,820,000
Other Current Liabilities	468,176	536,900
<b>Total Current Liabilities Payable from Restricted Assets</b>	<b>32,302,155</b>	<b>32,537,718</b>
<b>Total Current Liabilities</b>	<b>46,307,026</b>	<b>44,977,043</b>
<b>Non-current Liabilities:</b>		
Long-term Revenue Bonds and Subordinated Debt Payable	440,641,560	430,974,658
Other Post Employment Benefits Liability	15,957,253	13,961,000
Other Non-current Liabilities	2,175,737	1,400,353
<b>Total Non-current Liabilities</b>	<b>458,774,550</b>	<b>446,336,011</b>
<b>Total Liabilities</b>	<b>505,081,576</b>	<b>491,313,054</b>
<b>Net Position:</b>		
Net Investment in Capital Assets	124,930,076	117,417,425
Restricted	72,903,881	49,831,918
Unrestricted	11,042,020	13,747,875
<b>Total Net Position</b>	<b>208,875,977</b>	<b>180,997,218</b>
<b>Total Liabilities and Net Position</b>	<b>\$ 713,957,553</b>	<b>\$ 672,310,272</b>

*See independent auditors' report.*

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

# STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

	For the Years Ended December 31,	
	2014	2013
<b>REVENUES</b>		
<b>Operating Revenue:</b>		
Net Fare Revenue	\$ 123,607,168	\$ 121,817,365
Concession Rentals	4,224,658	4,147,783
Miscellaneous	1,177,149	1,135,177
<b>Total Operating Revenues</b>	<b>129,008,975</b>	<b>127,100,325</b>
<b>Interest Income (loss)</b>		
Revenue Fund	(17,356)	(17,767)
Reserve Maintenance Fund	(9,574)	(44,852)
Improvement Account	13,125	(8,738)
Interchange Account	378	(975)
Maine Department of Transportation Account	(5,517)	(1,622)
<b>Total Interest Income (loss)</b>	<b>(18,944)</b>	<b>(73,954)</b>
<b>Total Revenues</b>	<b>128,990,031</b>	<b>127,026,371</b>
<b>EXPENSES</b>		
<b>Operating Expenses:</b>		
Operations	22,645,518	21,604,137
Maintenance	28,794,257	26,287,423
Administration	2,183,602	2,204,851
Depreciation	5,420,093	5,480,257
Reserve Maintenance - Preservation	21,192,149	14,401,856
Other Expenses - Capital General Expenses	29,459	34,335
<b>Total Operating Expenses</b>	<b>80,265,078</b>	<b>70,012,859</b>
<b>Net Operating Income</b>	<b>48,724,953</b>	<b>57,013,512</b>
<b>Non-Operating Revenue/(Expenses):</b>		
Investment Income (loss)	271,447	(399,564)
Loss on Sale and Disposal of Capital Assets	(32,273)	(2,061,274)
Interest Expense	(20,277,858)	(20,884,040)
Bond Issuance Cost	(868,462)	-
Bond Insurance Amortization	(135,506)	(135,506)
Bond Premium/Discount Amortization	2,954,868	2,509,445
Deferred Loss on Refunding Amortization	(713,410)	(687,230)
MDOT Prepaid Transfer Amortization	(2,045,000)	(1,985,000)
<b>Total Non-Operating Revenue/(Expenses)</b>	<b>(20,846,194)</b>	<b>(23,643,169)</b>
<b>Change in Net Position</b>	<b>27,878,759</b>	<b>33,370,343</b>
<b>Net Position at beginning of year</b>	<b>180,997,218</b>	<b>147,626,875</b>
<b>Net Position at end of year</b>	<b>\$ 208,875,977</b>	<b>\$ 180,997,218</b>

See independent auditors' report.

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



## STATEMENTS OF CASH FLOWS

	For the Years Ended December 31,	
	2014	2013
<b>Operating Activities:</b>		
Cash Received from Tolls/Customers	\$ 158,323,673	\$ 154,287,850
Cash Payments to Suppliers	(78,388,682)	(68,999,739)
Cash Payments to Employees	(21,283,177)	(21,060,698)
<b>Net Cash Provided by Operating Activities</b>	<b>58,651,814</b>	<b>64,227,413</b>
<b>Capital and Related Financing Activities:</b>		
Acquisition and Construction of Capital Assets	(21,689,725)	(15,993,540)
Proceeds from Issuance of Refunding Revenue Bonds	342,754	-
Proceeds from Issuance of Special Obligation Bonds	30,236,011	-
Payments for Bond Expenses	(531,406)	-
Interest Paid on Revenue Bonds	(20,844,922)	(20,661,836)
Payment of Principal on Revenue Bonds	(15,775,000)	(13,575,000)
Interest Paid on Subordinated Debt Bonds	(413,888)	(478,400)
Payment of Principal on Special Obligation Bonds	(2,045,000)	(1,985,000)
<b>Net Cash Used in Capital and Financing Activities</b>	<b>(30,721,175)</b>	<b>(52,693,776)</b>
<b>Investing Activities:</b>		
Purchase of Investments	(164,924,760)	-
Proceeds from Sales and Maturities of Investments	69,045,849	44,678,866
Interest Received	202,831	270,650
<b>Net Cash Provided By (Used in) Investing Activities</b>	<b>(95,676,081)</b>	<b>44,949,516</b>
Net Increase in Cash and Equivalents	(67,745,442)	56,483,153
Cash and Equivalents at Beginning of Year	133,688,269	77,205,116
<b>Cash and Equivalents at End of Year</b>	<b>65,942,827</b>	<b>133,688,269</b>
Cash and Equivalents - Unrestricted	17,681,437	17,778,869
Restricted Cash and Equivalents - Current	31,652,819	81,808,946
Restricted Cash and Equivalents - Non-Current	16,608,571	34,100,454
	<b>\$ 65,942,827</b>	<b>\$ 133,688,269</b>

*See independent auditors' report.*

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

**STATEMENTS OF CASH FLOWS, continued**

	<b>For the Years Ended December 31,</b>	
	<b>2014</b>	<b>2013</b>
<b>Reconciliation of Operating Income to Net Cash Provided by Operating Activities:</b>		
<b>Income from Operations</b>	<b>\$ 48,724,953</b>	<b>\$ 57,013,512</b>
Adjustments to Reconcile Operating Income to Net Cash provided by Operating Activities:		
Depreciation	5,420,093	5,480,257
Interest Loss included in Operating Revenue	18,943	73,954
Other - Capital General Expenses	29,459	34,335
<b>Changes in Assets and Liabilities:</b>		
Accounts Receivable	53,219	(356,513)
Prepaid Accounts	(162,240)	(26,753)
Inventory	778,956	38,370
Accounts, Contracts and Retainage Payable	2,591,387	2,269,289
Unearned Toll & Concession Revenue	991,929	495,737
Accrued Salary, Vacation and Sick Leave Payable	205,115	(794,775)
<b>Net Cash Provided by Operating Activities</b>	<b>\$ 58,651,814</b>	<b>\$ 64,227,413</b>

*See independents auditors' report.*

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



**THE MAINE TURNPIKE AUTHORITY**  
**Notes to Financial Statements**  
**For the Years Ended December 31, 2014 and 2013**

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**Note 1 – Summary of Organization and Significant Accounting Policies and Procedures**

**Reporting Entity** – The Maine Turnpike Authority (the Authority) is a body corporate and politic created by an act of the Legislature of the State of Maine, Chapter 69 of the Private and Special Laws of 1941 as amended, authorized and empowered to construct, maintain and operate a turnpike at such a location as shall be approved by the State Highway Commission and to issue turnpike revenue bonds of the Authority, payable solely from revenues of the Authority. Under the provisions of the Act, turnpike revenue bonds and interest thereon shall not be deemed debt or liability or a pledge of the faith and credit of the State of Maine.

During 1982, the Legislature of the State of Maine, Chapter 595 of the Public Laws of the State of Maine 1982, authorized an act to amend the Maine Turnpike Authority Statutes. This act states that the Maine Turnpike Authority shall continue in existence until such a time as the Legislature shall provide for termination and all outstanding indebtedness of the Authority shall be repaid or an amount sufficient to repay that indebtedness shall be set aside in trust.

For financial reporting purposes, the Authority is a stand-alone entity; there are no component units included in the accompanying financial statements. In 2012 the Authority was determined to be considered a component unit of the State of Maine, for reporting purposes only.

**Basis of Accounting** – The Authority prepares its financial statements on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America for proprietary funds, which are similar to those for private business enterprises. Accordingly, revenues are recorded when earned and expenses are recorded when incurred. Proprietary funds distinguish operating revenues and expenses from non-operating activity. Operating revenues arise from providing goods or services to outside parties for a fee. The intent of the governing body is that the operating costs, including administration and depreciation, of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges. Revenues and expenses that are not derived directly from operations are reported as non-operating revenues and expenses.

**Operating Revenues and Expenses** – The Authority's operating revenues and expenses consist of revenues earned and expenses incurred relating to the operation and maintenance of its System. Operating revenues for fares are recognized as the vehicles pass through the toll system. Prepayments on account are recorded as deferred fare revenue. Concession rental income is recognized based on the terms of the rental agreements. Net fare revenue is net of credit card fees of \$1,706,478 and \$1,576,554 for 2014 and 2013, respectively.

**Non-operating revenues** – Non-operating revenues consists of the amortization of bond premiums realized on previously issued debt, investment income earned and non-operating accounts and gains or loss from the sale of capital assets.



**Note 1 – Summary of Organization and Significant Accounting Policies and Procedures, continued**

**Interest Income on Operating Accounts** – Interest income generated from on-going operations is included in operating revenue.

**Cash and Equivalents** – For purposes of the statements of cash flow, demand deposit accounts with commercial banks, and cash invested in commercial money market funds are considered cash equivalents.

**Investments** – Investments are carried at fair value. Accrued interest paid upon the purchase of investments is recognized as interest income in the period it is earned.

**Accounts Receivable** – Accounts receivable consists primarily of toll revenues due from commercial accounts and other tolling agencies. The Authority obtains surety bonds to cover commercial accounts receivable. Management believes that all accounts receivable as of December 31, 2014 and 2013 are fully collectable. Therefore, no allowance for doubtful accounts was recorded.

**Inventory** – Inventory consists of both EZ Pass transponders and salt. The EZ Pass transponders will be sold to customers and are valued using the First-In First-Out (FIFO) method. Salt, to be used in operations is valued using a weighted average method. Both the EZ Pass Transponders and salt are carried at the lower of cost or market.

**Other Assets** – Expenses that benefit more than one reporting period are charged to Prepaid Expenses and expensed over its service period. Examples include insurance premiums, software site licenses and service contracts. In 1996 the Authority issued the Series 1996 special obligation bonds to fund various projects for the MaineDOT. The proceeds were recorded as a prepaid expense and are being amortized over the life of the debt service of the bonds. The bonds were refunded in 1998 and again in 2008. The prepaid expense will be fully amortized in 2018.

**Restricted Assets** – Restricted assets of the Authority represent bond proceeds designated for construction, and other monies required to be restricted for debt service, operations, maintenance, renewal and replacement.

**Capital Assets** – All capital assets are recorded on the balance sheet at historical cost. Capital assets are included in one of the following categories: Infrastructure; Land and Land Improvements; Buildings; Vehicles; Toll System; Computer and Other Equipment; Intangible Assets; and Construction in Progress.

Costs to acquire additional capital assets, and to replace existing assets or otherwise prolong their useful lives, are capitalized for toll equipment, buildings, toll facilities, other related costs and furniture and equipment. The Authority has elected to use the modified approach to infrastructure reporting. This means that, in lieu of reporting depreciation on infrastructure, the Authority reports as preservation expense the costs associated with maintaining the existing road in good condition. Infrastructure assets include roads, bridges, interchanges, tunnels, right of way, drainage, guardrails, and lighting systems associated with the road.

Depreciation of toll equipment, buildings, toll facilities, other related costs, signs, software and furniture and equipment is computed using the straight-line method, using the full-month convention, over the estimated useful lives of the assets as follows:



## Notes to Financial Statements, continued

### Note 1 – Summary of Organization and Significant Accounting Policies and Procedures, continued

Building	30 – 50 years
Building Improvements	15 – 20 years
Land Improvements (exhaustible)	15 years
Toll Equipment	5 – 10 years
Furniture and Fixtures	5 – 15 years
Software	3 – 10 years
Computers, Printers and IT Equipment	3 – 5 years
Other Equipment (incl. Vehicles)	5 – 20 years

The following minimum capitalization thresholds for capitalizing fixed assets are as follows:

Land and Improvements (non-exhaustible)	\$ 1
Land Improvements (exhaustible)	\$ 5,000
Buildings and Improvements	\$ 25,000
Machinery/Equipment/Vehicles	\$ 5,000
Computers, Printers & IT Equipment	\$ 5,000
Software	\$ 10,000
Infrastructure	\$ 100,000

Under the modified approach, infrastructure assets are considered to be “indefinite lived” assets; that is, the assets themselves will last indefinitely and are, therefore, not depreciated. Costs related to maintenance, renewal and replacement for these assets are not capitalized, but instead are considered to be period costs and are included in preservation expense.

Construction in Progress represents costs incurred by the Authority for in-process activities designed to expand, replace, or extend the lives of existing property and equipment.

**Retainage Payable** – Retainage payable represents amounts billed to the Authority by contractors for which payment is not due pursuant to retained percentage provisions in construction contracts until substantial completion of performance by contractor and acceptance by the Authority.

**Accrued Vacation and Sick Leave Payable** – Accrued vacation and sick leave payable includes accumulated vacation pay and vested sick pay.

**Accrued Salaries Payable** – Accrued salaries payable includes salary and wage expense incurred at the end of the period but not paid until the following period, which amounted to \$267,717 and \$203,629 for the years ended December 31, 2014 and 2013, respectively, and are included on the balance sheet under Accrued Salary, Vacation and Sick Leave Payable.

**Note 1 – Summary of Organization and Significant Accounting Policies and Procedures, *continued***

**Unearned Toll Revenue** – The Authority offers a prepaid balance program which allows patrons to carry a balance on their account for future toll expenses. This balance is reduced by each trip through the tolls and can be increased by the patron at any time. Up until October 31, 2012, the Authority offered a Commuter Plan to patrons who travel regularly between the same two exits. Commuters paid a set fee, in advance, that covered a three month period. Revenue was earned over the three month period on a prorated basis. On November 1, 2012 the Authority replaced the Commuter Plan with a Volume Discount Plan for passenger vehicles for which revenue is earned based on the vehicle passing through the toll system. Any amount remaining in the patrons account is accounted for as unearned revenue.

**Bond Premium, Discount and Issuance Costs** – Bond premiums and discounts associated with the issuance of bonds are amortized using the effective interest rate method over the life of the bonds. Bond issuance costs such as bond insurance are amortized using the straight-line method over the life of the bonds. Other bond issuance costs, such as consulting, legal and underwriter fees are expensed in the period they are incurred.

**Refunded Bonds** – The Authority defeased certain bonds in 2004, 2005, 2008, 2012 and 2014 by placing cash received from the advanced refunding into an irrevocable escrow account to provide for all future debt service payments on the defeased bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Authority's balance sheets.

**Deferred Outflows of Resources** – In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expense/expenditure) until then. The government only has one item that qualifies for reporting in this category. It is the deferred charge on refunding reported in the statement of net position. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

**Use of Restricted/Unrestricted Net Position** – When an expense is incurred for purposes for which both restricted and unrestricted assets are available, the Authority's policy is to apply restricted net position first.

**Recent Accounting Pronouncements** – In March 2012, the GASB issued GASB Statement No. 65, "Items Previously Reported as Assets and Liabilities". This statement establishes accounting and financial reporting standards that reclassify, as deferred outflows and inflows of resources, certain items that were previously reported as assets and liabilities. The Authority implemented GASB 65 in 2013.

In June 2012, the GASB issued GASB Statement No. 68, "Accounting and Financial Reporting for Pensions" – an amendment of GASB Statement No. 27. This statement improves accounting and financial reporting by state and local government pensions. The new statement is effective for periods beginning after June 15, 2014. The Authority is currently assessing the impact of this statement on its financial statements.



## Notes to Financial Statements, continued

### Note 2 – Deposits and Investments

#### Deposits

*Custodial Credit Risk-Authority Deposits:* For deposits, custodial credit risk is the risk that in the event of a bank failure, the Authority's deposits may not be returned to it. As of December 31, 2014, the Authority reported deposits of \$730,395 with a bank balance of \$585,102. The entire balance of \$585,102 was covered by the F.D.I.C. (\$521,631) or by additional insurance purchased on behalf of the Authority by the respective banking institutions (\$63,471). As of December 31, 2013, the Authority reported deposits of \$676,073 with a bank balance of \$588,731. The entire balance of \$588,731 was covered by the F.D.I.C. (\$515,755) or by additional insurance purchased on behalf of the Authority by the respective banking institutions (\$72,976).

#### Investments

At December 31, 2014, the Authority had the following investments and maturities:

	<u>Fair Value</u>	<u>Less Than 1 Year</u>	<u>1-5 Years</u>	<u>More Than 5 Years</u>
U.S. Government Securities	\$ 16,931,052	\$ -	\$ -	\$ -
U.S. Government Obligations	109,216,436	93,375,063	15,841,373	-
Federated Treasury Obligation Fund	49,281,770	-	Not Applicable	-
<b>Total Investments</b>	<b>\$ 175,429,258</b>	<b>\$ 93,375,063</b>	<b>\$ 15,841,373</b>	<b>\$ -</b>

At December 31, 2013, the Authority had the following investments and maturities:

	<u>Fair Value</u>	<u>Less Than 1 Year</u>	<u>1-5 Years</u>	<u>More Than 5 Years</u>
U.S. Government Securities	\$ 17,093,634	\$ -	\$ -	\$ -
U.S. Government Obligations	14,301,245	-	8,096,838	6,204,407
Federated Treasury Obligation Fund	115,918,560	-	Not Applicable	-
<b>Total Investments</b>	<b>\$ 147,313,439</b>	<b>\$ -</b>	<b>\$ 8,096,838</b>	<b>\$ 6,204,407</b>

Deposits and investments are as follows:

	<u>2014</u>	<u>2013</u>
Deposits	\$ 730,395	\$ 676,073
Investment	175,429,258	147,313,439
<b>Total Deposits and Investments</b>	<b>\$ 176,159,653</b>	<b>\$ 147,989,512</b>

Deposits and investments have been reported as follows in the financial statements:

	<u>2014</u>	<u>2013</u>
Cash and Equivalents	\$ 17,681,437	\$ 17,778,869
Current Restricted Cash and Equivalents	-	-
Noncurrent Restricted Cash and Equivalents	16,608,571	34,100,452
Current Restricted Investments	31,652,819	81,808,946
Current Restricted Investments - Short Term	93,373,566	-
Restricted Investments - Long Term	16,843,261	14,301,245
<b>Total Deposits and Investments</b>	<b>\$ 176,159,653</b>	<b>\$ 147,989,512</b>

## Notes to Financial Statements, *continued*

### Note 2 – Deposits and Investments, *continued*

*Interest Rate Risk:* The Authority's policy for investment rate risk is as follows: Portfolio maturities will provide for stability of income and reasonable liquidity; liquidity will be assured through practices ensuring that the next disbursement date is covered through maturing to be staggered to avoid undue concentration in a specific maturity sector.

Maturities selected will provide investments or marketable securities which can be sold to raise cash in a day's notice without loss of principal; and, risks of market price volatility will be controlled through maturity diversification such that aggregate price losses on instruments with maturities exceeding one year shall not be greater than coupon interest on investment income received from the balance of the portfolio.

*Credit Risk:* Maine statutes authorize the Authority to invest in obligations of the U.S. Treasury and U.S. agencies and repurchase agreements. The Authority does not have a formal policy related to credit rate risk.

*Custodial credit risk: investments* – For investments, this is the risk that in the event of failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in possession of an outside party. The Authority is authorized to invest in: obligations of the U.S. government and its agencies provided they are full faith and credit obligations fully insured or collateralized certificates of deposit at commercial banks and savings and loan associations repurchase agreements collateralized by U.S. Treasury or Agency securities; and money market mutual funds whose portfolios consist of government securities.

The Authority's investment policy is to attain a market rate of return considered reasonable under generally accepted market principles throughout budgetary and economic cycles while preserving and protecting capital in the overall portfolio thus ensuring prudent use of public funds and preservation of the public's trust. The standard of prudence to be used by investment officials shall be the "prudent investor" standard and shall be applied in the context of managing the overall portfolio. All security transactions, including collateral for repurchase agreements, entered into by the MTA shall be conducted on a "delivery vs. payment" basis. Securities will be held by a third party custodian, or Trust Department designated by the Executive Director, CFO, or Director of Finance and evidenced by safekeeping receipts.



## Notes to Financial Statements, continued

### Note 3 – Capital Assets

A Summary of changes to capital assets for the year ended December 31, 2014 is as follows:

	Balance 12/31/2013	Additions	Transfers	Disposals	Balance 12/31/2014
<b>Capitalized Assets Not Being Depreciated (cost)</b>					
Land	\$ 35,384,177	1,052,500	2,983,809	(13,183)	\$ 39,407,303
Infrastructure	394,547,390	-	5,231,009	(83,399)	399,695,000
Construction in Progress	7,824,106	19,452,413	(14,255,559)	-	13,020,960
<b>Total Capital Assets Not Being Depreciated</b>	<b>437,755,673</b>	<b>20,504,913</b>	<b>(6,040,741)</b>	<b>(96,583)</b>	<b>452,123,263</b>
<b>Capitalized Assets Being Depreciated (cost)</b>					
Land Improvements (exhaustible)	9,069,095	-	2,688,195	(218,559)	11,538,731
Buildings	65,736,988	-	69,038	-	65,806,026
Improvements	-	-	-	-	-
Machinery and Equipment	51,942,909	1,810,708	3,283,508	(533,954)	56,503,170
<b>Total Capital Assets Being Depreciated</b>	<b>126,748,992</b>	<b>1,810,708</b>	<b>6,040,741</b>	<b>(752,513)</b>	<b>133,847,927</b>
<b>Less Accumulated Depreciation for:</b>					
Land Improvements (exhaustible)	(6,987,952)	(401,483)	-	218,559	(7,170,876)
Buildings	(21,235,002)	(2,145,801)	-	-	(23,380,802)
Improvements	-	-	-	-	-
Machinery and Equipment	(39,045,622)	(2,872,810)	-	523,949	(41,394,484)
<b>Total Accumulated Depreciation</b>	<b>(67,268,576)</b>	<b>(5,420,093)</b>	<b>-</b>	<b>742,508</b>	<b>(71,946,162)</b>
<b>Total Capital Assets Being Depreciated, net</b>	<b>59,480,416</b>	<b>(3,609,384)</b>	<b>6,040,741</b>	<b>(10,005)</b>	<b>61,901,765</b>
<b>Total Capital Assets</b>	<b>\$ 497,236,090</b>	<b>16,895,529</b>	<b>-</b>	<b>(106,588)</b>	<b>\$ 514,025,030</b>

A Summary of changes to capital assets for the year ended December 31, 2013 is as follows:

	Balance 12/31/2012	Additions	Transfers	Disposals	Balance 12/31/2013
<b>Capitalized Assets Not Being Depreciated (cost)</b>					
Land	\$ 33,899,589	56,000	1,428,588	-	\$ 35,384,177
Infrastructure	380,018,318	(355,000)	17,015,945	(2,131,871)	394,547,390
Construction in Progress	17,988,769	14,619,951	(24,784,614)	-	7,824,106
<b>Total Capital Assets Not Being Depreciated</b>	<b>431,906,676</b>	<b>14,320,951</b>	<b>(6,340,081)</b>	<b>(2,131,871)</b>	<b>437,755,673</b>
<b>Capitalized Assets Being Depreciated (cost)</b>					
Land Improvements (exhaustible)	8,864,847	-	233,010	(28,762)	9,069,095
Buildings	63,664,465	(101,486)	2,494,825	(320,816)	65,736,988
Improvements	-	-	-	-	-
Machinery and Equipment	48,487,707	1,707,502	3,612,246	(1,864,546)	51,942,909
<b>Total Capital Assets Being Depreciated</b>	<b>121,017,019</b>	<b>1,606,015</b>	<b>6,340,081</b>	<b>(2,214,124)</b>	<b>126,748,992</b>
<b>Less Accumulated Depreciation for:</b>					
Land Improvements (exhaustible)	(6,662,329)	(354,385)	-	28,762	(6,987,952)
Buildings	(19,314,410)	(2,176,353)	-	255,762	(21,235,002)
Improvements	-	-	-	-	-
Machinery and Equipment	(37,916,296)	(2,949,518)	-	1,820,193	(39,045,622)
<b>Total Accumulated Depreciation</b>	<b>(63,893,035)</b>	<b>(5,480,257)</b>	<b>-</b>	<b>2,104,717</b>	<b>(67,268,576)</b>
<b>Total Capital Assets Being Depreciated, net</b>	<b>57,123,984</b>	<b>(3,874,241)</b>	<b>6,340,081</b>	<b>(109,407)</b>	<b>59,480,416</b>
<b>Total Capital Assets</b>	<b>\$ 489,030,660</b>	<b>10,446,710</b>	<b>-</b>	<b>(2,241,279)</b>	<b>\$ 497,236,090</b>

## Notes to Financial Statements, continued

### Note 4 – Letter of Credit

The Authority has a \$20 million letter of credit with Bangor Savings Bank which expires on December 31, 2014 and has subsequently been renewed through December 31, 2015. It is secured under the General Resolution solely by the Authority's Revenues (as defined therein) on a subordinated basis to the Authority's outstanding bonds and additional bonds to be issued on a senior basis, all in accordance with the Resolution. There was no outstanding balance on the letter of credit as of December 31, 2014 and 2013.

### Note 5 – Net Position

Net position represents the difference between assets, deferred outflows of resources, and liabilities. Net investment in capital assets, consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of bonds and adding back any unspent proceeds. Net position is reported as restricted when there are limitations imposed on their use either through the enabling legislations or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. The Authority's net investment in capital assets was calculated as follows:

	Years Ended December 31,	
	2014	2013
Capital Assets	\$ 585,971,190	\$ 564,504,666
Unspent Bond Proceeds	3,210,046	32,311,335
Accumulated Depreciation	(71,946,160)	(67,268,576)
Bonds Payable	(392,305,000)	(412,130,000)
<b>Total Net Investment In Capital Assets</b>	<b>\$ 124,930,076</b>	<b>\$ 117,417,425</b>

### Note 6 – Long-term Debt

#### Revenue Bonds Payable

The Authority issues revenue bonds from time to time for the purpose of financing capital improvements and new projects. As of December 31, 2014, the Authority had the following outstanding bonds:

- \$115,050,000 of Series 2004 Revenue Bonds, issued in October 2004, to pay a portion of the costs of various turnpike projects and to advance refund a portion of the principal amount of the Series 1994, 1997 and 2000 bonds.
- \$76,715,000 of Series 2005 Revenue Bonds, issued in April 2005, to advance refund a portion of the principal amount of the Series 2000 bonds.
- \$50,000,000 of Series 2007 Revenue Bonds, issued in September 2007, to pay a portion of the costs of various turnpike projects.
- \$45,885,000 of Series 2008 Refunding Revenue Bonds, issued in May 2008, to advance refund principal amounts of the Series 1998 Refunding Bonds, which was called in July 2008.
- \$50,000,000 of Series 2009 Revenue Bonds, issued in February 2009, to pay a portion of the costs of various turnpike projects, interest only until 2014.



## Notes to Financial Statements, *continued*

### Note 6 – Long-term Debt, *continued*

- \$68,990,000 of Series 2012A Revenue Bonds, issued in March 2012, to pay a portion of the costs of various turnpike projects.
- \$84,240,000 of Series 2012B Revenue Refunding Bonds. The proceeds from the bonds were used to advance refund all of the Series 2003 Bonds maturing in the years 2014 through 2033, and a portion of the Series 2004 Bonds maturing in the years 2022 through 2030, in the outstanding principal amount of \$87,055,000.
- \$39,715,000 of Series 2014 Revenue Refunding Bonds, issued in July 2014. The proceeds from the bonds were used to advance refund a portion of principal amounts of the Series 2004 Bonds maturing in the years 2015 through 2020 and Series 2007 Bonds maturing in the years 2018 through 2024, in the outstanding principal amount of \$43,765,000. This advance refunding took advantage of a general reduction in interest rates to achieve an overall reduction in future debt service costs. The reacquisition price exceeded the carrying amount of the old debt by \$434,625. This amount is reported as a deferred outflow of resources and amortized over the life of the old debt. The transaction resulted in a reduction in future debt service payments of \$4,630,375 and an economic gain of \$4,186,506.

Interest on all bonds is payable semi-annually on January 1st and July 1st of each year. The bonds will mature on July 1st in the years and principal amounts noted below:

Issue	Amount Issued	Maturity Date	Interest Rate	Balance 12/31/2014
Series 2004	\$ 115,050,000	7/1/2005 - 2030	3.00-5.25 %	\$ 15,290,000
Series 2005	76,715,000	7/1/2006 - 2030	3.00-5.125 %	75,630,000
Series 2007	50,000,000	7/1/2013 - 2037	3.75-5.25 %	37,160,000
Series 2008	45,885,000	7/1/2010 - 2018	3.00-5.00 %	24,170,000
Series 2009	50,000,000	7/1/2014 - 2038	3.00-6.00 %	48,880,000
Series 2012	153,230,000	7/1/2014 - 2042	2.00-5.00 %	151,460,000
Series 2014	39,715,000	7/1/2015 - 2024	2.00-5.00 %	39,715,000
<b>Total Revenue Bonds Payable</b>				<b>\$ 392,305,000</b>

Requirements for the repayment of the outstanding revenue bonds are as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total debt service</u>
2015	\$ 15,635,000	\$ 18,797,645	\$ 34,432,645
2016	16,655,000	18,434,696	35,089,696
2017	17,710,000	17,638,534	35,348,534
2018	18,430,000	16,794,371	35,224,371
2019	13,910,000	15,897,759	29,807,759
2020-2024	83,575,000	68,562,094	152,137,094
2025-2029	107,310,000	46,697,288	154,007,288
2030-2034	67,140,000	22,399,569	89,539,569
2035-2039	39,690,000	8,729,788	48,419,788
2040-2042	12,250,000	1,245,000	13,495,000
<b>Totals</b>	<b>\$ 392,305,000</b>	<b>\$ 235,196,744</b>	<b>\$ 627,501,744</b>

## Notes to Financial Statements, continued

### Note 6 – Long-term Debt, continued

A summary of changes in revenue bonds is as follows:

	12/31/13	Additions	Reductions	12/31/14
Series 2004	\$ 54,645,000	\$ -	\$ (39,355,000)	\$ 15,290,000
Series 2005	75,770,000	-	(140,000)	75,630,000
Series 2007	48,955,000	-	(11,795,000)	37,160,000
Series 2008	29,530,000	-	(5,360,000)	24,170,000
Series 2009	50,000,000	-	(1,120,000)	48,880,000
Series 2012	153,230,000	-	(1,770,000)	151,460,000
Series 2014	-	39,715,000	-	39,715,000
<b>Totals</b>	<b>\$ 412,130,000</b>	<b>\$ 39,715,000</b>	<b>\$ (59,540,000)</b>	<b>\$ 392,305,000</b>

### Special Obligation Bonds Payable

- \$19,480,000 of Series 2008 Special Obligation Refunding Bonds, issued in May 2008, to refund all of the Authority's outstanding Series 1998 Special Obligation Bonds. The Special Obligation Refunding Bonds are subordinate to the outstanding Revenue Bonds and were originally issued in 1996.
- \$27,555,000 of Series 2014 Special Obligation Refunding Bonds, issued in July 2014, to purchase a section of Interstate 95 in Kittery extending approximately 1.9 miles from the current southern end of the Turnpike to the abutment of the bridge over the Piscataqua River at the New Hampshire Border. This Kittery segment of the Interstate was maintained by the Authority under contract with the MaineDOT and the Authority was reimbursed for the costs associated with upkeep of this section of the Interstate.

Issue	Amount Issued	Maturity Date	Interest Rate	Balance 12/31/2013
Series 2008	\$ 19,480,000	7/1/2009 - 2018	3.00-4.00 %	\$ 8,960,000
Series 2014	27,555,000	7/1/2019 - 2034	3.00-5.00 %	27,555,000
<b>Total Special Obligation Bonds Payable</b>				<b>\$ 36,515,000</b>



## Notes to Financial Statements, continued

### Note 6 – Long-term Debt, continued

Requirements for the repayment of the outstanding special obligation bonds are as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total Debt Service</u>
2015	\$ 2,120,000	\$ 1,480,125	\$ 3,600,125
2016	2,195,000	1,505,613	3,700,613
2017	2,275,000	1,423,300	3,698,300
2018	2,370,000	1,332,300	3,702,300
2019	1,205,000	1,237,500	2,442,500
2020-2024	6,955,000	5,262,650	12,217,650
2025-2029	8,705,000	3,510,650	12,215,650
2030-2034	10,690,000	1,522,650	12,212,650
<b>Totals</b>	<b>\$ 36,515,000</b>	<b>\$ 17,274,788</b>	<b>\$ 53,789,788</b>

A summary of changes in special obligation bonds is as follows:

	<u>12/31/13</u>	<u>Additions</u>	<u>Reductions</u>	<u>12/31/14</u>
Series 2008	\$ 11,005,000	\$ -	\$ (2,045,000)	\$ 8,960,000
Series 2014	-	27,555,000	-	27,555,000
<b>Totals</b>	<b>\$ 11,005,000</b>	<b>\$ 27,555,000</b>	<b>\$ (2,045,000)</b>	<b>\$ 36,515,000</b>

Changes in Revenue and Special Obligation long-term liability for the year ended December 31, 2014, was as follows:

	<u>12/31/2013</u>	<u>Additions</u>	<u>Reductions</u>	<u>12/31/2014</u>	<u>Due within one year</u>
Revenue Bonds	\$ 412,130,000	\$ 39,715,000	\$ (59,540,000)	\$ 392,305,000	\$ 15,635,000
Special Obligation Bonds	11,005,000	27,555,000	(2,045,000)	36,515,000	2,120,000
<b>Subtotal</b>	<b>423,135,000</b>	<b>67,270,000</b>	<b>(61,585,000)</b>	<b>428,820,000</b>	<b>17,755,000</b>
Adjustment for Premium / Discounts	25,659,658	8,351,718	(4,434,816)	29,576,560	-
<b>Total</b>	<b>\$ 448,794,658</b>	<b>\$ 75,621,718</b>	<b>\$ (66,019,816)</b>	<b>\$ 458,396,560</b>	<b>\$ 17,755,000</b>

## Notes to Financial Statements, continued

### Note 6 – Long-term Debt, continued

Changes in Revenue and Special Obligation long-term liability for the year ended December 31, 2013, was as follows:

	12/31/2012	Additions	Reductions	12/31/2013	Due within one year
Revenue Bonds	\$ 425,705,000	\$ -	\$ (13,575,000)	\$ 412,130,000	\$ 15,775,000
Special Obligation Bonds	12,990,000	-	(1,985,000)	11,005,000	2,045,000
<b>Subtotal</b>	<b>438,695,000</b>	<b>-</b>	<b>(15,560,000)</b>	<b>423,135,000</b>	<b>17,820,000</b>
Adjustment for Premium / Discounts	28,169,104	-	(2,509,446)	25,659,658	-
<b>Total</b>	<b>\$ 466,864,104</b>	<b>\$ -</b>	<b>\$ (18,069,446)</b>	<b>\$ 448,794,658</b>	<b>\$ 17,820,000</b>

### Note 7 – Debt Service Reserve Fund

The general bond resolution requires the Authority to fund the Debt Service Reserve Requirement with cash and investments or with a surety policy or letter of credit. In order to satisfy this requirement, the Authority acquired surety policies issued by Financial Guaranty Insurance Company (FGIC), Financial Security Assurance, Inc (FSA), MBIA Insurance Company and AMBAC Assurance Corporation. The surety policies cover various series and terminate on various dates in the future. A summary of the surety policies purchased is as follows:

Debt Service Reserve Fund Surety Policy Provider	Series Availability	Termination Date	Maximum Amount
FSA	2004	July 1, 2030	1,781,929
MBIA	All Turnpike Revenue Bonds Issued Prior to 2004	July 1, 2018	12,029,000
Ambac	All Turnpike Revenue Bonds	July 1, 2030	4,871,359
FSA	All Turnpike Revenue Bonds	July 1, 2018	2,308,902

Each of the providers of the Debt Service Reserve Fund surety policies was rated Aaa by Moody's and AAA by Standard & Poor's (S&P) at the time of issuance of its respective policy. However, each of MBIA, FGIC, Ambac and FSA have been downgraded significantly as a result of their exposure to the 2008 sub-prime mortgage risk and do not maintain ratings by Moody's and S&P at least equal to the ratings on the Authority's outstanding revenue bonds.

Accordingly, each of the policies from MBIA, FGIC and Ambac, while still in effect, no longer qualify under the general bond resolution to meet the Debt Service Reserve Fund requirement. In 2014 FSA, now Assured Guaranty, was upgraded by Moody's and now meets the debt service reserve fund requirements towards one half of MADS.



## **Notes to Financial Statements, continued**

### **Note 7 – Debt Service Reserve Fund, continued**

Currently, the Debt Service Reserve requirement is \$17,674,267, which is one half of maximum annual debt service (MADS). The debt service reserve fund is currently funded with a combination of cash and FSA/Assured Guaranty sureties.

### **Note 8 – Maine Public Employees Retirement System (MainePERS) – Consolidated Retirement Pension Plan**

**Plan Description** – The Authority participates in the Maine Public Employees Retirement System, a multiple-employer defined benefits pension plan, which covers substantially all employees. The MainePERS provides retirement, disability and death benefits to plan participants and beneficiaries. Employees are eligible for normal retirement upon attaining age sixty and early retirement after completing twenty-five or more years of service.

**Funding Policy** – Plan participants are required to contribute 7.0% of their annual compensation and the Authority is required to contribute at an actuarially determined rate. The current rate is 7.8% of employee earned compensation. On July 1, 2015 plan participants will be required to contribute 7.5% of their annual compensation and the Authority will be required to contribute 8.9% of employee earned compensation.

The Maine Turnpike Authority's contributions to MainePERS were approximately \$1,850,703, \$1,536,945 and \$1,423,355 for the years ended December 31, 2014, 2013 and 2012, respectively.

### **Note 9 – Operating Lease**

In 2006, the Authority entered into lease agreements with HMS Host and CN Brown to operate its five service plazas on the Turnpike. The Authority entered into the arrangements as a means to provide services to users of the Turnpike in a more efficient, cost-effective manner. The terms of the agreements are as follows. The lease agreement with HMS Host is contingent based on sales however also provides a guaranteed minimum rent of \$3,050,000 or 85% of the previous year's rental, whichever is greater. In addition, the Authority received contingent rentals of \$333,838 and \$299,955 in 2014 and 2013, respectively. The lease agreement with CN Brown provides for contingent rent based on sales. The Authority received \$834,820 and \$792,468 in contingent rentals from CN Brown in 2014 and 2013, respectively.

On April 1<sup>st</sup>, 2013 the Authority entered into a lease agreement with Maine Crafts Association for an area located in the Authority's West Gardiner Service Plaza. The lease agreement is contingent based on gross sales, however, also requires a guaranteed minimum rent of \$500 per month from April 1, 2013 through April 30, 2015. Beginning May 1, 2015, the monthly minimum rent increases to \$800 through the end of the contract on April 1, 2018. The Authority received minimum rent of \$6,000 from Maine Crafts Association in 2014. There was contingent rent due the Authority for 2014 based on gross sales from Maine Crafts Association for a total of \$260.

Contingent rent for HMS host is 20% of sales for years 1-10, 21% of sales for years 11-20 and 22% of sales for years 21-30. Contingent rent for CN Brown is based on the gallons of gasoline and diesel fuel sold at a fuel rent factor of 8 cents per gallon, adjusted upward each year for the Consumer Price Index Change, plus 10% of the sales of other products, plus 5% of the sales of tobacco products and plus 2% of the amount received from the Lottery Commission. The Authority has retained the right to approve the activities of the lessees and also has established limits to the prices that can be charged to customers. Contingent rent for the Maine Crafts Association is 2% on all gross sales exceeding \$500,000, and 4% on all gross sales exceeding \$600,000.

## Notes to Financial Statements, *continued*

### Note 9 – Operating Lease, *continued*

The lease agreement with HMS Host requires \$8 million of capital improvements to be paid for by HMS Host, consisting of leasehold improvements, equipment and furnishings as approved by the Authority. \$4 million of these improvements must be incurred prior to December 31, 2017 and the remaining \$4 million must be incurred prior to December 31, 2027.

The leased facilities are reported as capital assets of the Authority with a net book value of \$26,990,496 and \$28,069,168 as of December 31, 2014 and 2013, respectively.

Future minimum rentals to be received under the HMS Host lease as of December 31, 2014 are as follows:

2015	\$ 3,050,000
2016	3,050,000
2017	3,050,000
2018	3,050,000
2019	3,050,000
2020 - 2024	15,250,000
2025 - 2029	15,250,000
2030 - 2034	15,250,000
2035 - 2037	7,625,000
<b>Total</b>	<b><u>\$ 68,625,000</u></b>

Future minimum rentals to be received under the Maine Crafts Association lease as of December 31, 2014 are as follows:

2015	\$ 8,400
2016	9,600
2017	9,600
2018	2,400
<b>Total</b>	<b><u>\$ 30,000</u></b>

### Note 10 – Other Post Employment Benefits (OPEB)

The Governmental Accounting Standards Board (GASB) Statement Number 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, was implemented, as required, by the MTA on January 1, 2008. Under this pronouncement, it requires that the long-term cost of retirement health care and obligations for other postemployment benefits be determined on an actuarial basis and reported similar to pension plans.

*Plan Descriptions.* In addition to providing pension benefits, the Authority provides health care benefits for certain retired employees. Eligibility to receive health care benefits follows the same requirements as MainePERS. Eligible retirees receive 100% paid health benefit coverage, Anthem POS plan until age 65 or Medicare Advantage plan at the age of 65. The Authority paid approximately \$1,424,000 of insurance contributions for approximately



## Notes to Financial Statements, continued

### Note 10 – Other Post Employment Benefits (OPEB), continued

267 retirees for the year end December 31, 2014. Benefit provisions are established and amended through negotiations between the Authority and the respective unions.

GASB Statement Number 45 requires the Authority to perform an actuarial analysis of its OPEB costs. In December 2014, the Authority entered into a contract with an external consultant to assist in the determination and valuation of the Authority's OPEB liability for 2014 and 2015. The most recent OPEB liability actuarial valuation was completed by the consultant in January 2015.

*Funding Policy and Annual OPEB Cost.* GASB Statement Number 45 does not mandate the prefunding of post employment benefit liabilities. The Authority currently plans to only partially fund (on a pay-as-you-go) the annual required contribution (ARC), an actuarially determined rate in accordance with the parameters of GASB Statement Number 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities over a period not to exceed thirty years.

The following table represents the OPEB costs for the year, the amount contributed and changes in the OPEB plan:

	Years Ended December 31,	
	2014	2013
Normal Cost	\$ 1,597,253	\$ 1,583,000
UAAL amortization	2,177,000	2,335,000
Annual Required Contribution/OPEB Cost	3,774,253	3,918,000
Interest on Net OPEB Obligation	558,000	473,000
Net OPEB Obligation Adjustment	(912,000)	(1,330,802)
Contributions Made (Pay-As-You-Go)	(1,424,000)	(1,260,198)
Increase in Net OPEB Obligation	1,996,253	1,800,000
Net OPEB Obligation - Beginning of Year	13,961,000	12,161,000
Net OPEB Obligation - End of Year	\$ 15,957,253	\$ 13,961,000

The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation was as follows:

	Years Ended December 31,	
	2014	2013
Annual Required Contribution (ARC)	\$ 3,774,253	\$ 3,918,000
Actual Contributions (Pay-As-You-Go)	1,424,000	1,260,198
Percentage Contributed	37.7%	32.2%
Actuarial Accrued Liability	\$ 48,015,000	\$ 51,530,000
Plan Assets	-	-
Unfunded Actuarial Accrued Liability	48,015,000	51,530,000
Covered payroll	\$ 17,851,000	\$ 17,670,000
Unfunded actuarial accrued liability as a percentage of covered payroll	269.0%	291.6%

## Notes to Financial Statements, continued

### Note 10 – Other Post Employment Benefits (OPEB), continued

For the year ended December 31, 2012 the ARC was \$3,699,000, the actual contribution was \$1,197,000 and the percentage contributed was 32.4%.

Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events in the future. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. The required schedule of funding progress presented as required supplementary information provides multiyear trend information that shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

*Actuarial Methods and Assumptions.* Projections of benefits are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits in force at the valuation date and the pattern of sharing benefit costs between the Authority and plan members at that point. Actuarial calculations reflect a long-term perspective and employ methods and assumptions that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of plan assets. Significant methods and assumptions were as follows:

	2014	2013
Actuarial valuation date	1/1/15	1/1/13
Actuarial cost method	Entry age normal	Entry age normal
Amortization method	Level percent of payroll	Level percent of payroll
Remaining amortization period	25 years	25 years
Actuarial assumptions:		
Investment rate of return	4.0%	4.0%
Projected salary increases	3.3%	3.3%
Healthcare inflation rate	5.0% - 7.8%	5.0% - 8.9%

### Note 11 – Union Contract

In 2014 the Maine Turnpike Authority and the MSEA agreed upon a three year contract effective January 1, 2014 which covers Supervisors and Employees. This new contract provides the Employees with a 2% COLA for each of the three years starting in 2014. The Employees are now required to contribute more to Dependent Healthcare coverage starting in 2014. The employee contribution increases to 20%, 25%, and 30% in 2014 thru 2016 respectively.



## Notes to Financial Statements, continued

### Note 12 – Commitments and Contingencies

The Authority is a defendant in various lawsuits. Although the outcomes of the lawsuits are not presently determinable, it is the belief of the Authority's legal counsel that any settlement or damages assessed would be covered by insurance, and therefore should not have a material adverse effect on the Authority's financial condition.

Commitments on outstanding construction projects for improvements and maintenance totaled approximately \$19,058,509 and \$19,538,391 as of December 31, 2014 and December 31, 2013, respectively.

Due to changes to enabling legislation in 2011, the Authority is potentially obligated to provide 5% of its annual operating revenues to the Maine Department of Transportation (MaineDOT). The Authority has incurred and expects to continue to incur significant expenses from construction projects that will be of mutual benefit to MaineDOT and accordingly has met its obligation to MaineDOT.

### Note 13 – Risk Management

The Authority is exposed to various risks of loss related to theft of, damage to and destruction of assets, errors and omissions and natural disasters for which the Authority is insured through various commercial insurance carriers. As required by the Authority's contract with its bondholders, the Authority's consulting engineer certifies each year that insurance limits and coverage adequately protect the properties, interests, and operations of the Authority. Claims expenditure, liabilities and reserves are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated.

The Authority is self-insured for its workers' compensation liability. The program provides coverage for up to a maximum of \$1,000,000 for each workers' compensation claim and \$25,000,000 in the aggregate. In addition, the Authority purchases excess workers' compensation insurance to limit its financial risk. The Authority is responsible for claims made up to \$750,000 per covered claim. Reserves are estimated at one hundred percent of expected expenditures. Settled claims have not exceeded the commercial coverage in any of the past three years.

The following summarizes the claims activity with respect to the Authority's self-insured workers' compensation program:

	<u>2014</u>	<u>2013</u>
Unpaid Claims as of January 1	\$ 1,931,429	\$ 1,812,590
Incurred Claims	1,117,839	651,741
Total Claim Payments	<u>409,939</u>	<u>532,902</u>
Current Claims Liability	468,176	536,900
Long-term Claims Liability	<u>2,171,153</u>	<u>1,394,529</u>
<b>Total Unpaid Claims Liability</b>	<b><u>\$ 2,639,329</u></b>	<b><u>\$ 1,931,429</u></b>

**Note 14 – Subsequent Events**

In January, 2015, the Authority plans to enter an agreement with MaineDOT to purchase approximately 1.9 miles of Interstate 95 in Kittery extending from the current southern end of the Turnpike to the abutment of the bridge over the Piscataqua River at the New Hampshire Border. This Kittery segment of the Interstate was maintained by the Authority under contract with the MaineDOT and the Authority was reimbursed for the costs associated with upkeep of this section of the Interstate. The 1.9 miles includes a total of 7 bridges and 12 highway ramps. The purchase price for the transferred property shall be \$30,000,000. In July 2014, the Authority issued \$27,555,000 of Series 2014 Special Obligation Refunding Bonds to purchase this section of Interstate 95.

Additionally in 2015, the Authority has plans to refinance approximately \$151,785,000 of its existing revenue bonds with \$144,875,000 of new revenue bonds with the same payment dates. This will reduce the outstanding bonds of the Authority by approximately \$7,000,000. These new bonds will be issued at significantly lower interest rates. The net present value of the interest rate reduction is approximately \$24.6 million. The Authority chose to take the interest savings over the life of the bonds, which will reduce interest payments by \$33.3 million dollars. The reduction in debt service payments will increase the coverage ratios of the Authority and will reduce the amount of the security deposit that the Authority is required to maintain in its Debt Service Reserve Fund. All three rating agencies, Moody's, Standard and Poor's, and Fitch, re-affirmed the Authority's financial ratings and noted the Authority's long range financial planning and budgeting.



## REQUIRED SUPPLEMENTARY INFORMATION

### Trend Data on Infrastructure Condition

The Authority has elected to use the modified approach to infrastructure reporting under GASB 34. The Authority's consulting engineers are required to make an inspection at least once a year of the Turnpike, and, on or before the first day of October of each year, to submit to the Authority a report setting forth (a) their findings whether the Turnpike has been maintained in good repair, working order and condition, (b) their advice and recommendations as to the proper maintenance, repair and operation of the Turnpike during the ensuing Fiscal Year and an estimate of the amount of money necessary for such purposes, (c) their advice and recommendations as to the amounts and types of insurance to be carried, and (d) their recommendations as to the amount that should be deposited into the Reserve Maintenance Fund during the upcoming Fiscal Year.

The roadways are rated on a 10-point scale, with 10 meaning that every aspect of the roadway is in new and perfect condition. The Authority's system as a whole is given an overall rating, indicating the average condition of all roadways operated by the Authority. The assessment of condition is made by visual inspection designed to reveal any condition that would reduce highway-user benefits below the maximum level of service. The Authority's policy is to maintain the roadway condition at rating of 8 (generally good condition) or better. The results of the 2014 inspection states that the Maine Turnpike has been maintained in generally good condition and presents a favorable appearance.

The budget to actual expenditures for Preservation for 2014 is as follows:

	Budget	Actual
Preservation Expense	\$ 24,136,900	\$ 21,192,149

### Retiree Healthcare Plan

Issued Year	Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) - Entry Age (b)	Unfunded AAL (UAAL) (b-a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll [(b-a) / c]
2009	1/1/2009	0	39,815,000	39,815,000	0.00%	19,064,000	208.8%
2010	1/1/2011	0	48,563,000	48,563,000	0.00%	19,699,000	246.5%
2011	1/1/2011	0	48,563,000	48,563,000	0.00%	20,093,000	241.7%
2012	1/1/2013	0	49,537,000	49,537,000	0.00%	17,114,000	289.5%
2013	1/1/2013	0	51,530,000	51,530,000	0.00%	17,670,000	291.6%
2014	1/1/2015	0	48,015,000	48,015,000	0.00%	17,851,000	269.0%

## OTHER SUPPLEMENTARY INFORMATION

### Calculation of the Composite Debt Service Ratio, as Defined by the Bond Resolutions and Related Documents (000's)

	Years Ended December 31st,	
	2014	2013
<b>Revenues:</b>		
Net Fare Revenue	\$ 123,607	\$ 121,817
Concession Rental	4,225	4,148
Investment Income <sup>1</sup>	(42)	(110)
Miscellaneous	1,177	1,135
<b>Total Revenues</b>	<b>\$ 128,967</b>	<b>\$ 126,990</b>
<b>Expenses:</b>		
Operations	22,646	21,605
Maintenance	11,837	10,556
Administrative	2,184	2,205
<b>Total Expenses</b>	<b>\$ 36,667</b>	<b>\$ 34,366</b>
<b>Net Operating Revenues</b>	<b>\$ 92,300</b>	<b>\$ 92,624</b>
Debt Service Payments <sup>2</sup>	35,885	34,341
Reserve Maintenance Fund Deposit	30,000	31,000
MDOT Account / Sub Debt Fund Deposit	2,459	2,463
<b>Other General Reserve Fund Deposits</b>	<b>\$ 23,956</b>	<b>\$ 24,820</b>
<b>Debt Service Ratio of Net Revenues to Debt Service <sup>3</sup></b>	<b>2.57</b>	<b>2.70</b>

**Note:** Revenues and expenses are presented on this schedule on the accrual basis in accordance with accounting principles generally accepted in the United States of America. Certain amounts included on the Statements of Revenues, Expenses, and Changes in Net Position are not part of the net revenues, as defined, and therefore excluded from this schedule.

<sup>1</sup> Capital fund and Rebate Fund earnings are not included in investment income, consistent with the Maine Turnpike Revenue Bond Resolution.

<sup>2</sup> Represents Debt Service Deposits, net of capitalized interest, on the outstanding Revenue Bonds only.

<sup>3</sup> Net Revenues divided by Debt Service. The Bond Resolution requires a minimum ratio of 2.0.



OTHER SUPPLEMENTARY INFORMATION, *Continued*

Statement of Activities for the State of Maine General Purpose Financial Statements (000's)

<u>Functions/Programs</u>	<u>Expenses</u>	<u>Program Revenues</u>				<u>Net Revenue (Expense) and Changes to Net Assets</u>
		<u>Charges for Services</u>	<u>Program Investment Income</u>	<u>Operating Grants and Contrib.</u>	<u>Capital Grants/ Contrib.</u>	
Governmental Activities						<u>Total</u>
Subtotal Governmental Activities	-	-	-	-	-	-
Business-type Activities:						
THE MAINE TURNPIKE AUTHORITY	101,350	123,607				22,257
Subtotal Business-type Activities	<b>101,350</b>	<b>123,607</b>	-	-	-	<b>22,257</b>
<b>Total</b>	<b>101,350</b>	<b>123,607</b>	-	-	-	<b>22,257</b>
General Revenues:						
Unrestricted Interest and Investment Earnings						252
Non program Specific Grants, Contrib. & Approp.						-
Miscellaneous Income						5,402
Gain (Loss) on Asset Dispositions						(32)
Extraordinary Item						-
Total General Revenues and Extraordinary Items						5,622
<b>Change in Net Assets</b>						<b>27,879</b>
Net Assets, Beginning of the Year						180,997
<b>Net Assets, End of the Year</b>						<b>208,876</b>



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