



THE TURNPIKE AUTHORITY IS OVER-SPENDING ON CONSTRUCTION AND SKIMPING ON MAINTENANCE

The **2015-2020** Driving Forward program went more than **\$500 million over budget**.

To pay for the **Driving Forward** projects, drivers were hit with double digit toll increases. OTA increased its debt level to almost **\$2 billion**.

REDUCED MAINTENANCE SPENDING

Since 2015 OTA has reduced spending on key highway maintenance, in part to cope with increasing debt service payments.

In 2023, OTA will pay **\$137 million in debt service**, compared with only **\$73 million in 2007**.

In **2005** OTA spent approximately **\$1000 on maintenance per lane mile**. In **2021**, OTA spent only **\$767 on maintenance per lane mile**.

In **2005** OTA spent **\$2,229,045 on highway joint repair and sealing**. In **2021** they spent **\$1,762,592**. The turnpike system has added over 80 new miles of highway since that time.¹

In **2005** OTA spent **\$47,290** on mowing and vegetation removal. In 2021 they spent only **\$19,090**.

2020 SHORT TERM LOAN TO FUND MAINTENANCE

In 2020 OTA borrowed \$50 million to fund its reserve maintenance account for 2020, 2021 and part of 2022. The consulting engineer reduced the annual maintenance deposit to less than 50% of prior levels during this time. This loan comes due in the summer of 2023.

¹ All numbers taken from OTA annual financial reports



Chart 1: OTA's Projected Annual Turnpike Maintenance Costs, 1980-2024²

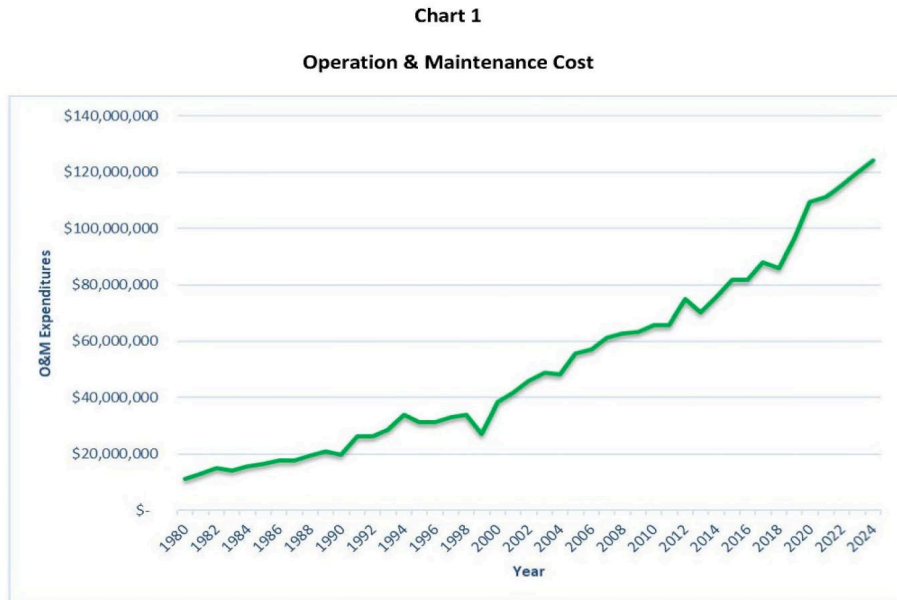
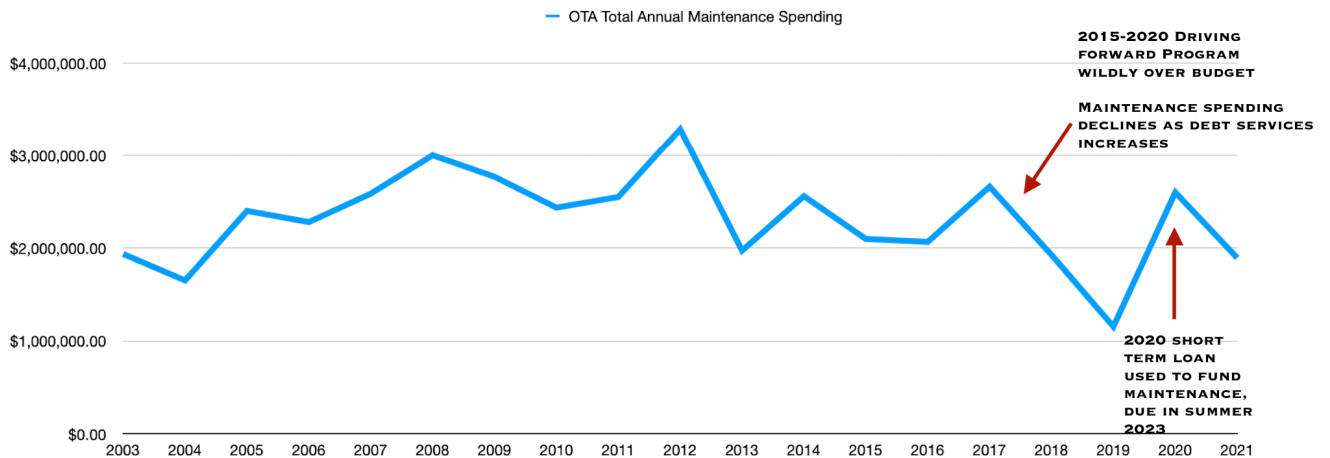


Chart 2: Actual Turnpike Maintenance Spending, 2003-2021³



² Taken from 2020 Moody's bond analyst report.

³ Maintenance spending taken from data in OTA CAFR, 2003-2022