

# MAINE STATE LEGISLATURE

The following document is provided by the  
**LAW AND LEGISLATIVE DIGITAL LIBRARY**  
at the Maine State Law and Legislative Reference Library  
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied  
(searchable text may contain some errors and/or omissions)

# **MAINE TURNPIKE AUTHORITY**



**DECEMBER 1992**

December, 1992

Dear Legislator:

The past twelve months have seen a shifting in focus for the Maine Turnpike Authority. With the passage of the referendum in November of 1991, which halted the widening of the southern section of the turnpike; provided for Legislative approval of the MTA's operating budget; and mandated a new Transportation Policy, it was time to review the MTA's focus.

In late 1991 and early 1992 the MTA conducted an extensive analysis of its operations and responsibilities, which led to the establishment of the MTA's "Long Range Plan".

The Plan has three major goals:

1. To provide a top quality highway serving Maine and linking the State to the rest of the United States.
2. To use the unique financing and revenue raising abilities of the MTA to benefit Maine's transportation needs.
3. To seek innovative ways to improve service to our patrons.

Given the State of Maine's current budgetary challenges the MTA has been making every attempt to be of as much assistance to the Maine Department of Transportation (MDOT) and the State of Maine while continuing to meet the challenges of our Long Range Plan as highlighted by our three major goals.

This report contains a variety of methods that the MTA has already placed in effect and others currently under review, reducing costs and improving services to our patrons:

- a. Commuter program - card reuse and automatic renewal,
- b. Northern End Fare Conversion,
- c. Toll Collection Study,
- d. Ticket Reuse program, and
- e. Electronic Toll Collection.

As the MTA continues to redefine its role in meeting its charge to operate and maintain the Maine Turnpike in an efficient manner, we must be cognizant that the creation of this new transportation policy will have a major impact on how the MDOT and MTA meet the challenges confronting our transportation system.

For the past several months the MTA has been considerably involved with MDOT in a process to create a rule through a Transportation Policy Advisory Committee (T-PAC). The T-PAC process began in April of 1992 with some twenty groups representing a variety of interests. The process culminated in a consensus in late September of 1992. The rule is presently being promulgated by MDOT and will effect the way MDOT and MTA address Maine's transportation needs.

The MTA and MDOT will have to adopt new Long Range Plans in compliance with the new rule. The MTA by the summer of 1992 had already prepared a 10 year plan. This plan will be modified to meet the goals of the new transportation policy and will be incorporated into MDOT's master plan.

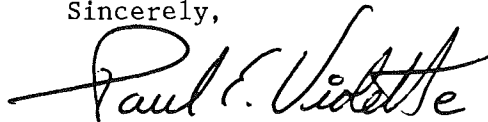
The MTA's long range plan provides funding for a variety of new programs that will provide dollars for ride share programs, van pools, informational systems, a new toll collection system that includes electronic toll collection, an expanded park-and-ride program, and involvement in multi-modal transportation centers, to name a few.

In addition, this plan provides for the rehabilitation of the southern 30 miles of the Turnpike. This section of the Turnpike was opened in 1947 and is 45 years old; it is the second oldest toll road in the U.S. The roadway section needs to be modernized. The MTA is planning to redeck and replace bridges, replace the antiquated drainage system, modernize signing and add informational systems, repave sections, improve lighting, and rehabilitate the Wells and Biddeford interchanges. This will improve safety on the highway; however, the highway will still not meet current highway safety and design standards.

The remainder of the report will give you a better perspective on all that is happening at the MTA. In addition, the usual facts with respect to traffic, commuter, and finances are attached.

The MTA looks forward to working with you during the coming session.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul E. Violette". The signature is fluid and cursive, with the first name "Paul" being the most prominent.

Paul E. Violette  
Executive Director

PEV/rvf

Enclosure

Maine Turnpike Authority

Report to Maine State Legislature

Transportation Committee

Reporting Period

January 1992 - June 1992

Maine Turnpike Authority  
Directory

Authority Members

ROBERT K. PACIOS, CHAIRMAN  
JULIAN R. COLES, VICE CHAIRMAN  
PETER W. DANTON, SECRETARY-TREASURER  
DANIEL J. CALLAHAN, MEMBER  
DANA F. CONNORS, MEMBER EX-OFFICIO

Executive Director

PAUL E. VIOLETTE

Administrative Assistant

MARGARET A. TRUEWORTHY

## TABLE OF CONTENTS

Executive Summary	i-ii
Revenue	1
Traffic Summary	2
MTA Monetary Transfer	3
Commuter Plan Program	4-5
MTA Fare Collection	6-7
Interchange Program	8-14
Park & Ride	15
Maintenance	16
MDOT/MTA Coordination	17
Financial and Statistical	18-22

### REVENUES

Revenues from all sources (tolls, rentals, interest, misc.) totaled \$16,844,083.03 for the period of January 1, 1992 to June 30, 1992.

### TRAFFIC

Vehicular traffic in the first half of 1992 was 17,672,207 cars and trucks.

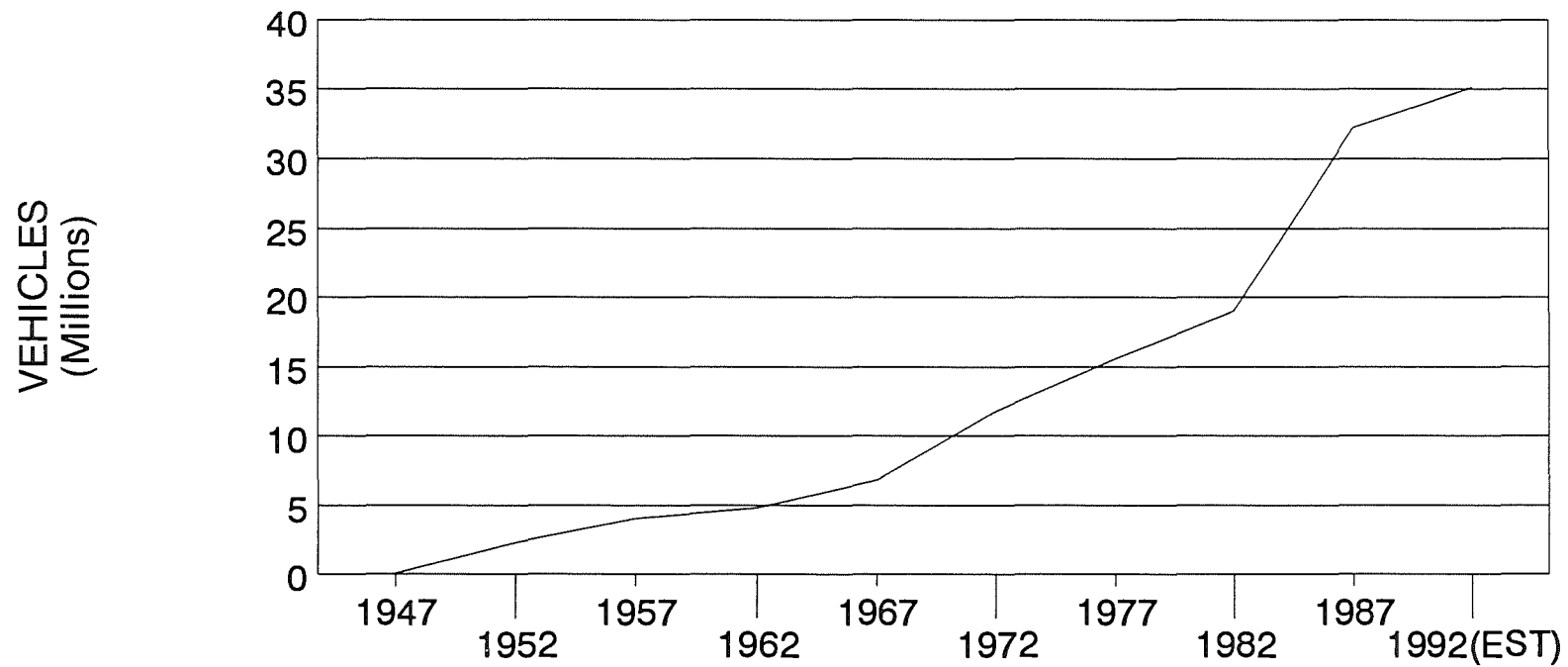
Volume on some sections of the mainline is such that we experience significant traffic delays along the travelled way. The 100,000 vehicle per day volume, as late as five years ago deemed quite extraordinary, was exceeded 73 times during the above six month period with the busiest twenty percent of the year yet to be recorded. As a result, congestion along the roadway has become a safety hazard.

The following illustration highlights the growth in traffic over the last ten years:

<u>Year</u>	<u>Traffic</u>	<u>Percentage Increase</u>
1980	16,517,507	-----
1981	17,390,489	+ 5.3%
1982	18,988,037	+ 9.2%
1983	20,848,958	+15.1%
1984	23,066,361	+10.6%
1985	25,145,068	+ 9.1%
1986	28,807,453	+14.6%
1987	32,259,306	+12.0%
1988	35,443,638	+ 9.9%
1989	36,452,038	+ 2.9%
1990	36,916,166	+ 1.3%
1991	36,959,977	+ 0.1%



# GROWTH OF TRAFFIC ON MAINE TURNPIKE REVENUE VEHICLES



FIVE YEAR INCREMENTS 1947 – 1992

MAINE TURNPIKE AUTHORITY  
MONETARY TRANSFERS  
TO MAINE DEPARTMENT OF TRANSPORTATION

In 1991, the Maine Turnpike Authority transferred \$8.7 million dollars to the Maine Department of Transportation. This sum represents about 25% of all revenues raised by the Maine Turnpike Authority in 1991. No toll road in the U.S.A. makes as great a contribution on a percentage basis.

In addition, special legislation passed during the 1991 Legislative Session provided for an additional advance funding to MDOT of \$15,000,000. Thus the MTA between January 1991 and June 1991 transferred \$23,700,000 to the MDOT.

Since 1983, the Authority has transferred to the Maine Department of Transportation for use on related highway the sum of \$69,300,000.

Because of the special legislation passed in 1991 that required the Authority to provide advance funding of \$15,000,000, the Authority did not make any normally scheduled monetary transfers during 1992.

However, as a result of language contained in the Sensible Transportation Policy Act, certain funds on deposit to the credit of the Maine Turnpike Authority on the effective date of the Act were deemed as "surplus" funds, to be transferred to the State. These funds, in the sum of \$3,138,276.00, were remitted on June 30, 1992.

In 1993 the MTA has budgeted \$8.7 million to be transferred to MDOT. In addition, the Governor and Legislature in the 1992 budget requested an additional \$5 million transfer from MTA to MDOT in 1993.

In addition to this significant transfer of funds, the Maine Turnpike Authority finances various studies for the Maine Department of Transportation. The Maine Turnpike Authority has agreed to provide up to \$2.5 million dollars for this purpose over the next several years. The most recent example of such fiscal coordination is the Maine Turnpike Authority's funding of a \$250,000 Maine Department of Transportation study of the Route 25 corridor in 1991.

The Maine Turnpike Authority also pays all the costs for Troop G of the Maine State Police for patrolling the Turnpike. These payments, which will exceed \$2 million in 1992, remove a general fund burden from the Maine Department of Transportation which would otherwise be the primary funder of such services.

These significant financial contributions on the part of the MTA to MDOT relieve the State of Maine from having to further increase gas taxes or other fees. This is accomplished through the use of tolls, a discretionary user fee based on the amount of use.

Out-of-staters pay over 50% of the tolls on the Maine Turnpike and yet they account for less than 25% of the traffic on the Turnpike.

### COMMUTER PLAN PROGRAM

The Commuter Fare Program, instituted on May 1, 1982, is still the fastest growing element of turnpike usage. By prepaying for a three month commuter pass and using that pass an average of twenty days per month, the participant can save at least 67% of present toll costs. Commuter fares are still based on the May 1982 toll rates, with no impact from the latest (January 1, 1989) toll increase.

Largely because of the Commuter Fare Program Maine residents represent 75% of the ridership on the Turnpike, yet only pay 50% of the tolls.

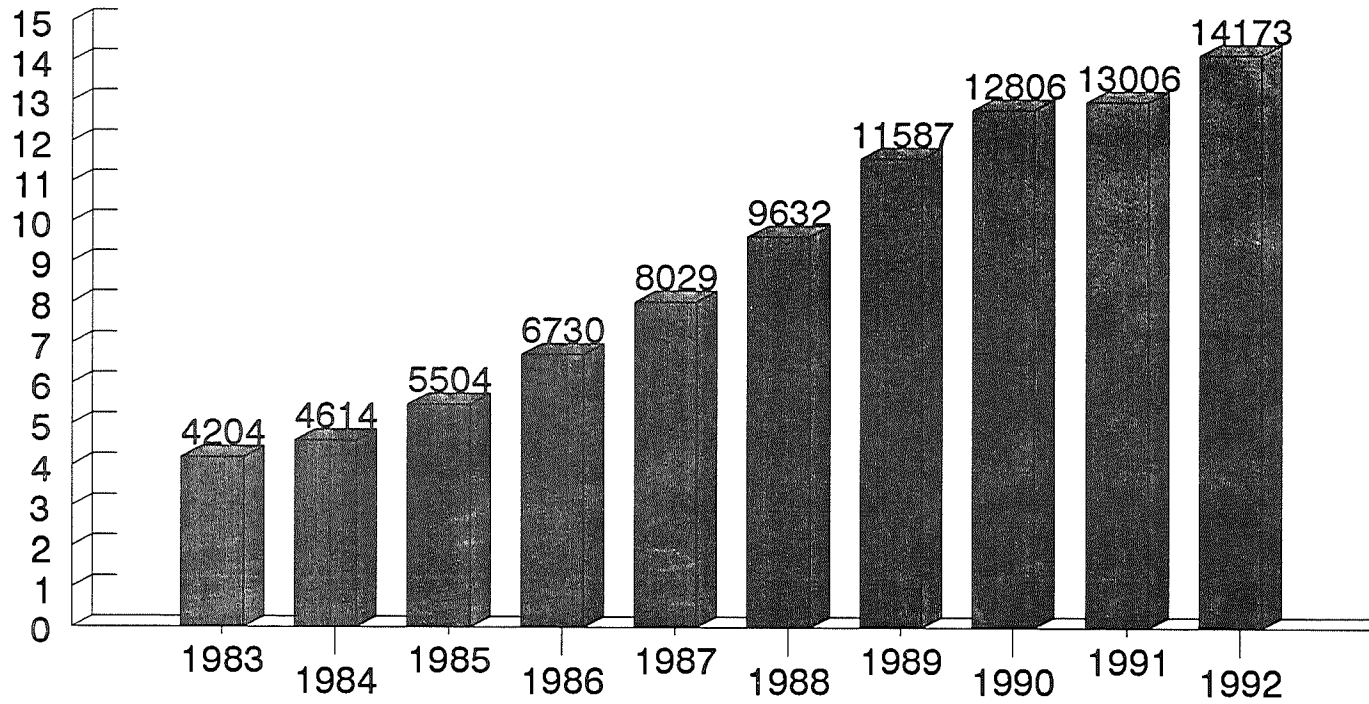
This year the MTA initiated two new payment programs to better serve its commuters. With the cooperation of Shaw's Supermarkets, a payment plan was established where commuters can now pay for their commuter pass at the courtesy desk at any Maine Shaw's Supermarkets. Also, by calling the Turnpike's toll free 1-800-698-7747 phone number, commuter patrons can prepay for their pass with Visa or Mastercard for up to 4 commuter pass quarters (1 year).

These two new programs have been a great success. In the first Commuter pass quarter since inception, over 25% of our commuter pass patrons used these services.

When the Commuter program was designed in 1982, projections of 3,500 participants were considered optimistic. The initial quarter of May 1 to July 31, 1982 experienced 3,150 passes issued. The following table illustrates the phenomenal growth of the program:

May, 1982	3,150	
May, 1983	4,204	+33.4%
May, 1984	4,614	+ 9.8%
May, 1985	5,504	+19.3%
May, 1986	6,730	+22.3%
May, 1987	8,029	+19.3%
May, 1988	9,632	+20.0%
May, 1989	11,587	+20.3%
May, 1990	12,806	+10.5%
May, 1991	13,006	+ 1.6%
May, 1992	14,173	+9.0%

# COMMUTER PROGRAM GROWTH PAST TEN YEARS



NUMBER OF PASSES ISSUED  
(Thousands)

## MAINE TURNPIKE AUTHORITY FARE COLLECTION

### Toll Collection System Study

The MTA continues to seek innovative ways to improve service to our patrons. A major study was initiated which will review the methods by which tolls could be collected on the Turnpike.

The study will compare the MTA's present "closed toll ticket system" with various "barrier toll systems". At the same time the study will address the benefit of adding to the MTA's toll collection system "electronic toll collection" (ETM). Simply, this would allow users of the Turnpike to pay their tolls electronically without having to stop at toll plazas.

The MTA is looking at providing for the needs of its patrons in a way that expedites their use of the Turnpike in the most effective, cost-efficient manner.

### New England Electronic Toll and Traffic Management

For two years New England Toll agencies have been meeting to discuss interagency coordination of electronic toll collection and traffic management systems. In May of 1992 this group originally organized by MIT decided to form its own autonomous committee. The process is continuing to evolve and may become a regional organization that could eventually coordinate the implementation of electronic toll collecting from Maine to Virginia and west to Illinois.

## OPERATING EFFICIENCIES

The Maine Turnpike Authority has for many years recycled its paper tickets. Today, through an innovative process, a post office bar code sorting machine has been retrofitted to accommodate toll tickets by exit, rejecting those that are too worn to re-use. After sorting, the tickets are repackaged and distributed for use.

Because of greater operating efficiencies in the northern barrier system, the elimination of paper commuter and charge account tickets, and the recycling program described above, the Authority expects savings of approximately \$459,000 in 1992 as compared to 1991 expenditures for paper tickets.

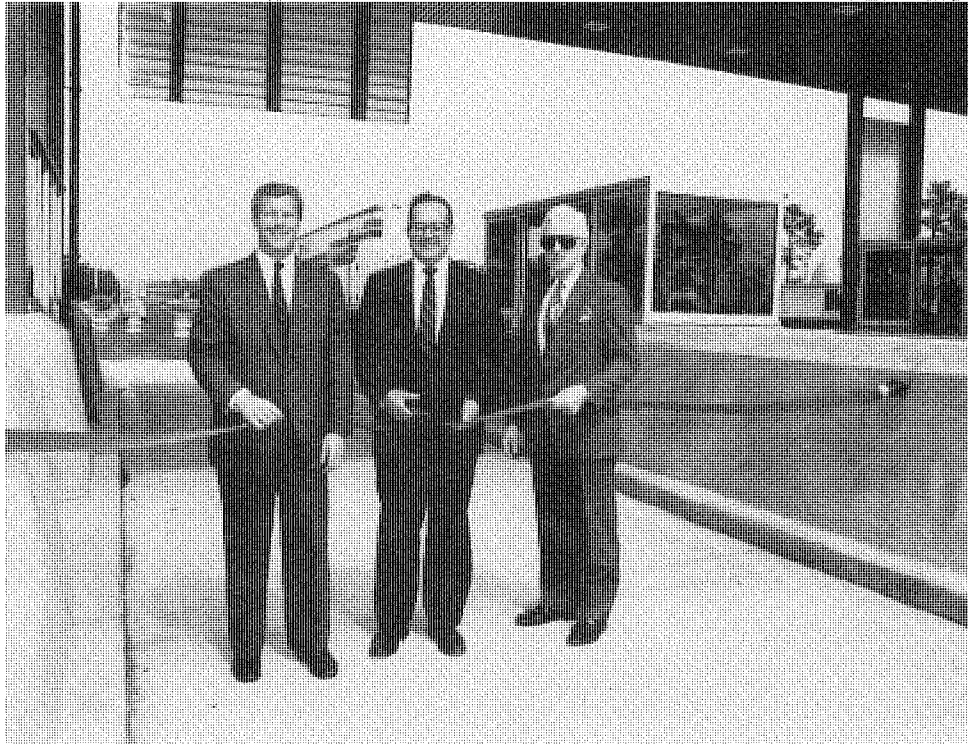
### North End Fare Conversion

The MTA's toll collection system on the "Northern Section of the Turnpike", Gray to Augusta has been converted from a "closed ticket system" to a "closed barrier system". The new toll collection system was opened on September 4, 1991, and was the first step of evaluating alternative toll collecting systems.

The conversion was considered a priority by Androscoggin County as a means of allowing for better future access to the Turnpike in Androscoggin County.

The conversion has resulted in lower operating costs in terms of toll collections on this part of the Turnpike. In addition, the new interchanges being considered in the area (see interchange section on page (9-16) for more information), will be constructed at considerably less cost than under the "closed ticket system" toll collection system.

The conversion lent itself to technically advancing our commuter pass and commercial accounts system. Now Commuters receive a permanent mag-card that they pass to toll collectors who swipe it through a scanning machine checking the mag-card for validity. This new system saves on paper tickets and provides a more accurate accounting process, as well as reducing time spent waiting in a departing or entering lane.



MAINE TURNPIKE AUTHORITY  
MAINE DEPARTMENT OF TRANSPORTATION  
INTERCHANGE PROGRAM

In order to provide more patron service and better highway links the Maine Turnpike Authority/Maine Department of Transportation Interchange Program was created by the Maine Legislature in 1981. The legislation allows for the development of new or improved interchange access to the Maine Turnpike along with connecting roadways.

The Maine Turnpike represents the backbone to Maine's infrastructure. A new interchange needs to sufficiently augment the public's use of the Maine Turnpike, as well as enhance the orderly flow of regional transportation. Before a new interchange is built a thorough location study is done. This study includes a public participation component, reflecting the spirit of the new Sensible Transportation Act.

The cost to construct and maintain these new Turnpike interchanges is primarily paid with Maine Turnpike revenues. Through a formula, the Maine Turnpike Authority pays 100% of the actual interchange and toll plaza construction and the Maine Turnpike Authority shares the cost of the access road with Maine Department of Transportation. As a result approximately 85% of the total cost of each project is paid for by the Maine Turnpike Authority.



### The Status of each interchange project

\* Interchange currently being constructed

1. Scarborough - Payne Road, U.S. Route 1

After years of going through the permitting process ground was broken for the new \$15,000,000 Scarborough Interchange June 30, 1992. This project will be constructed in two phases. Phase one, a new interchange with the Maine Turnpike and Payne Road presently is under construction. Phase two is a new highway connecting the new interchange at the Payne Road in Scarborough to U.S. Route 1 in Scarborough. This phase will begin construction in the spring of 1993.

The new interchange has a completion date of November 15, 1993.

Once the new interchange is completed it will replace the existing seasonal Scarborough Interchange and will be open 24 hours a day 365 days a year.

\* Completed Interchange Projects

2. Auburn - U.S. Route 202 - Kitty Hawk Road

The Auburn project was completed at a cost of \$4.0 million dollars in 1988. The Maine Turnpike Authority financed 87% of the project.

3. Lewiston - State Route 196

This project was completed in 1990. The MTA financed 100% of the \$2.5 million dollar project which allows for direct access from the Turnpike in Lewiston to newly developing commercial and industrial parks.

4. Biddeford - Route 111

The Biddeford project was completed in 1989. The MTA and MDOT shared equally in financing the \$6.5 million dollar project. This project created a new 1 mile spur from Route 111 to U.S. Route 1 as well as connecting the MTA directly with the Biddeford Commercial and Industrial Park.

5. Saco - Exit 5 - Ramp Modifications

This \$500,000 MTA financed project was completed in 1991. By changing this ramp the safety of Turnpike patrons traveling through this interchange area has been greatly enhanced.

6. Northend Fare Conversion

The northend fare collection is now a closed barrier system. This was completed in 1991 and will allow the Turnpike to build new interchanges in the Lewiston/Auburn/Sabattus area at a much reduced cost.



\* Proposed Interchanges undergoing Feasibility Studies

7. Greater Portland Area Interchange Program

The MTA retained the consulting services of T.Y. Lin International of Falmouth Maine in 1991. T.Y. Lin will conduct a major feasibility study of new access to the Maine Turnpike in the Greater Portland Area. The study will review a variety of sites such as outer Congress Street near the Jetport, the Westbrook Arterial, and the general location around the Exit 9 Falmouth Spur. Phase I of the study is scheduled to be completed during the fall of 1992. The MTA and T.Y. Lin are working with Portland Area Comprehensive Transportation Study (PACTS), and a local committee from the cities of Portland, Westbrook, South Portland and the Town of Falmouth. Phase II of this study is expected to take 9 months and will include a more extensive public participation process as part of the study.

8. Androscoggin County Interchange Program

The MTA retained the consulting services of Parsons Deleuw in 1990 to conduct a major feasibility study for new access to the turnpike corridor in the cities of Auburn and Lewiston and the town of Sabattus. Phase I of the study should be completed this fall. The MTA and Parsons Deleuw are working with the Lewiston/Auburn Comprehensive Transportation Study (LACTS). Phase II of this study is expected to take 9 months and will include public participation as part of the study.

9. Wells - Ogunquit Interchange

The MTA and MDOT continue to work with the consulting firm of Howard, Needles, Tammen & Bergendoff (HNTB) and local communities on a proposed interchange between the York toll barrier and the present Wells Interchange. The project is designed to reduce traffic in this part of the Route 1 Corridor by providing access directly from the Turnpike to the area.

10. Gray - U.S. Route 202

The MTA, MDOT and HNTB continue to plan with the local communities. A decision has not been made with regards to retaining the services of the consulting firm, Metcalf and Eddy, to conduct traffic pattern studies. The original proposal at the Gray Interchange contemplated a bypass around Gray Village from Route 202 to Route 26.

\* Other Proposed Turnpike Interchanges:

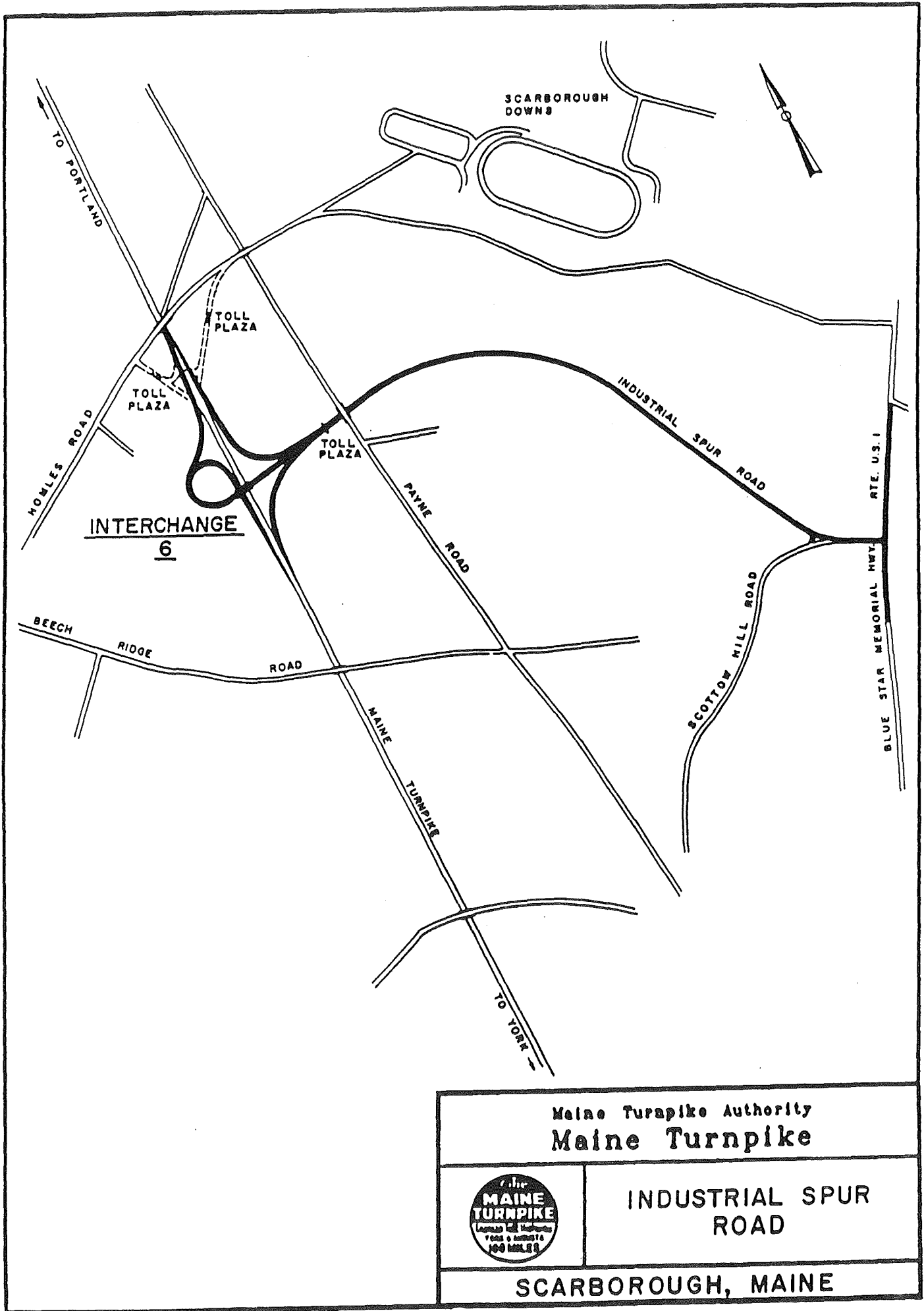
11. Biddeford/Saco/Old Orchard Beach Access

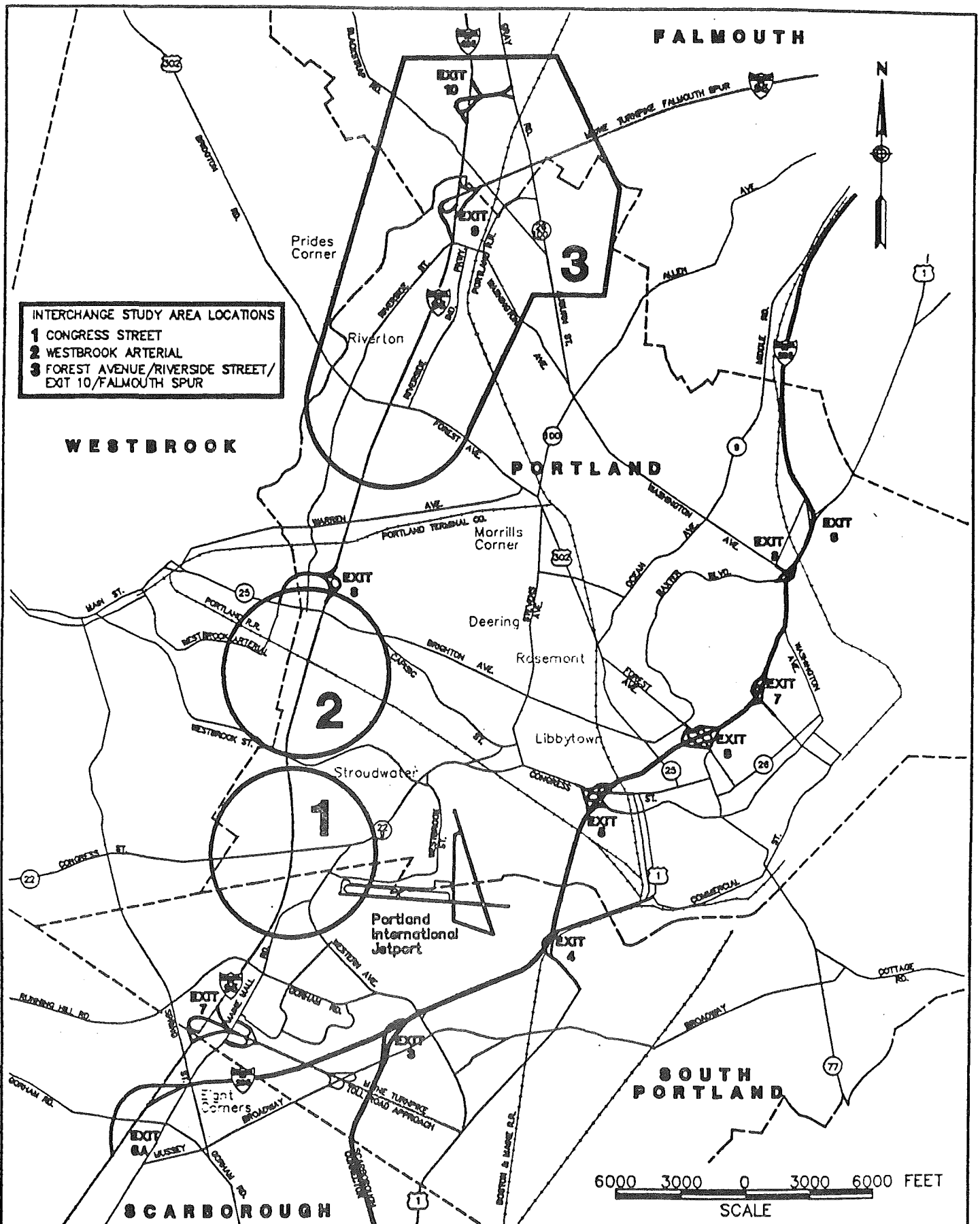
This latest addition contemplates an additional Turnpike interchange in this growing part of York County. At this time several different proposals are being reviewed.

\* Interchange Reconstruction

12. In the spring of 1993 the MTA hopes to break ground on the reconstruction of the present Wells interchange. The MTA has worked with the MDOT, the Town of Wells and several local groups of interest in planning this project.

This reconstruction project will reconfigure the interchange ramps to make it safer and raise the three (3) bridges to accommodate a wider state Route 109. The project will allow for easier access to the planned Wells Inter-modal Transportation Center. The Center will house a train station, bus station, trolley station, car rental service, tourist center and long and short term parking. The MTA will be assisting in the financing of the new Wells Inter-modal Transportation Center.





## SYSTEMS ALTERNATIVES ANALYSIS

### STUDY AREA

JUNE 1992

PORTLAND AREA INTERCHANGE STUDY

FIGURE 1



## PARK & RIDE

This year the MTA enhanced their Park and Ride services to its patrons. Park & Ride programs may prove to be one of the most effective Traffic Demand Management (TDM) measures to help the State of Maine in its future transportation endeavors.

For over twenty years the Maine Turnpike Authority has provided Park & Ride lots for its Commuters along the length of the Turnpike. As the demand for Park & Ride has increased along the Turnpike corridor the MTA has up graded or built new Park & Ride lots at interchanges where the use is warranted.

In 1992 the MTA built a new 80 space Park & Ride lot in the Town of Gray. Also the MTA has been working with the MDOT, The Greater Portland Council of Governments (COG) and Portland Area Comprehensive Transportation Study (PACTS) by doing studies and planning TDM measures and Park & Ride programs for the future.

The MTA is taking these steps to help prevent potential future congestion on the Turnpike. These measures will also help the State of Maine in meeting the requirements of the Clean Air Act.

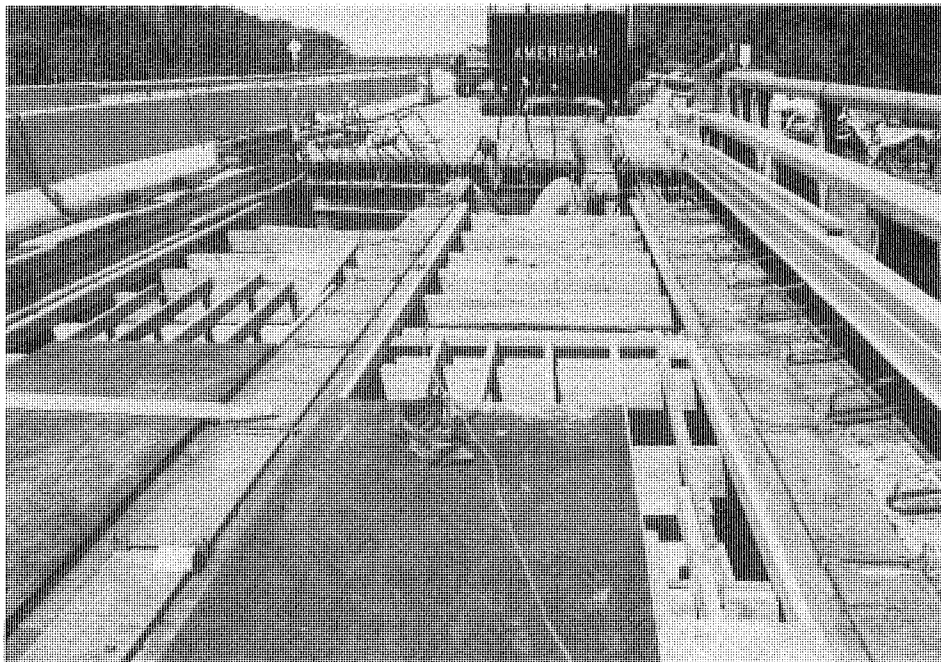


## Maintenance

The MTA believes that its first priority is to provide a quality highway. The two considerations underlying the quality are patron safety and cost efficiency. Turnpike patrons by their patronage have demonstrated that they are willing to pay the toll fares if they feel that they are getting a quality driving experience.

This year, like every year, maintenance of the Turnpike costs millions of dollars. In 1992 \$5,812,886.68 worth of contracts were awarded for MTA bridge and road repair. The major component of this year's costs are \$3,753,285.46 for four (4) bridge redecking projects, \$1,507,857.22 for paving and crack sealing in Wells and Falmouth, and \$551,744 for bridge painting and minor repairs.

The MTA realizes that many of its bridges south of Portland are approaching the end of their 50 year life cycle. This means that these bridges will need extensive repairs or must be replaced. Working with our consulting engineers, HNTB, the MTA has revised its plan (these bridges would have been replaced in the Highway Improvement Project voted down by the voters in the 1991 referendum), in order to restore these bridges over the next 10 years. This work will add 35 to 50 years of life to these bridges.



### MDOT/MTA Coordination

The MTA has always maintained a distinguished relationship with the MDOT. With the enactment of the State of Maine Sensible Transportation Policy Act, the Federal Inter Modal Surface Transportation Efficiency Act (ISTEA) and the Clean Air Act the course of transportation in the State of Maine has been restructured. To meet the new challenges of the future both the MDOT and the MTA have been working together in charting the new course. Both organizations have the goals of preserving the quality of the states infrastructure as well as planning and developing the most sensible modes of transportation. We look forward to our relationship growing as these policies evolve.

The biggest venture of this year was a consensus writing of a draft rule for the new Sensible Transportation Policy Act. The MDOT brought 60 interested parties together to write the rule. After six months of hard work a consensus rule was agreed upon. The MDOT and MTA worked side by side through this process.

Beyond this, the MTA continues to work with the Maine Department of Transportation on such programs as the MTA/MDOT Interchange Program. A major push has been made in this area in the last few years. Feasibility studies are now being conducted in Androscoggin County, Greater Portland and the Wells/Ogunquit areas. These projects are seen by MDOT as relieving and assisting in solving local traffic problems and capacity problems off the Turnpike.

In addition, the MTA and MDOT have broken new ground in a truly unique way. The Payne Road project in Scarborough will be paid for initially by the MTA, constructed by MDOT and the cost of construction reimbursed through impact fees assessed by the Town of Scarborough on developers. These impact fees will flow back to the MTA and be available for other projects. This project represents the coordination, and cooperation between MDOT the MTA and a local community (in this case, Scarborough) in accomplishing mutually beneficial projects.

Another example is occurring in Wells where the Turnpike interchange needs to be rehabilitated. In addition, significant improvement will be made on Route 109. The MDOT, MTA and the Town of Wells are looking at making this area a regional transportation center.

This novel idea, proposed by the Town of Wells to the MTA and MDOT, would incorporate the Turnpike, a rail passenger station, an expanded commuter - car pooling lot and a bus operation at one point.

The Maine Turnpike Authority continues to play a major role in funding the Department of Transportation's annual budget. Each year the MTA budgets for \$8.7 million dollars of toll revenues be transferred to MDOT. This amount of money represents about 25% of the MTA's gross toll revenue.



## FINANCIAL AND STATISTICAL

Following are several pages of the June 1992 Financial Report (which also serves as a semi-annual report). It provides an accounting of income, expenses, and the disposition of Fund balances, in addition to providing statistics on revenue vehicles.

MAINE TURNPIKE AUTHORITY  
York - Augusta  
Summary Statement of Income & Expense

		Calendar Year to Date		
Month of June		6 Months Ended June		
1992	1991	1992	1991	
OPERATING REVENUE				
Net Fare Revenue	\$ 2,984,957.99	\$ 2,963,641.20	\$ 15,640,692.41	\$ 15,340,221.27
Concession Rentals	230,053.33	27,005.15	997,089.86	826,846.27
Interest, Misc.	29,988.47	31,292.67	206,300.76	173,369.99
TOTAL	\$ 3,244,999.79	\$ 3,021,939.02	\$ 16,844,083.03	\$ 16,340,437.53
OPERATING EXPENSE				
Admin. & General	\$ 157,200.29	\$ 135,177.12	\$ 1,027,876.01	\$ 984,011.11
Accounting, D.P.	41,111.85	33,810.68	243,450.93	230,468.28
Highway Maint	207,599.08	182,967.81	1,917,239.96	1,899,318.55
Equipment Maint.	49,838.75	105,524.81	653,188.40	663,107.30
Fare Collection	694,799.51	666,906.25	4,268,514.02	4,359,011.90
Patrol, Dispatch	157,059.61	13,280.34	626,884.10	788,161.89
Building Maint.	47,669.40	52,641.77	297,815.27	304,769.01
TOTAL EXPENSE	\$ 1,355,278.49	\$ 1,190,308.78	\$ 9,034,968.69	\$ 9,228,848.04
NET OPERATING INCOME	\$ 1,889,721.30	\$ 1,831,630.24	\$ 7,809,114.34	\$ 7,111,589.49
INVESTMENT INCOME:				
Capital Fund	\$ 7,726.22	\$ 60,771.43	\$ 48,458.43	\$ 60,771.43
Debt Serv.Fund Interest Acct	1,486.48	8.93	6,264.56	8.93
Debt Serv.Fund Principal Act	3,905.67	.00	20,327.95	.00
Debt Service Reserve Fund	91.37	18.22	40,697.46	18.22
Reserve Maintenance Fund	34,779.95	108,022.32	157,030.52	257,922.17
Improvement Account	1,339.17	782.33	7,536.64	217,718.08
D.O.T. Provision Account	.00	.00	.00	.00
Interchange Account	32,439.41	525,530.47	238,097.78	1,188,695.95
Insurance Account	.00	.00	.00	.00
Rebate Fund	.00	.00	.00	.00
Other	.00	.00	.00	.00
TOTAL	\$ 1,971,489.57	\$ 2,526,763.94	\$ 8,327,527.68	\$ 8,836,724.27
Reserve Maint. Fund Exp.	915,635.88	888,806.91	2,936,253.32	2,760,809.58
Maine D.O.T. Transfers	5,958,333.33	5,958,333.33	8,700,000.00	8,700,000.00
Interchange Acct. Expense	34,319.44	11,561.66	662,621.94	359,322.86
NET INCOME BEFORE BOND INT.	\$-4,936,799.08	\$-4,331,937.96	\$ -3,971,347.58	\$ -2,983,408.17
Interest Expense	75,319.38	75,319.38	451,916.25	225,958.14
Retirement Expense	.00	.00	.00	.00
NET INCOME	\$-5,012,118.46	\$-4,407,257.34	\$ -4,423,263.83	\$ -3,209,366.31
Interest Coverage	- 65.54	- 57.51	- 8.79	- 13.20

NOTES TO SUMMARY STATEMENT OF INCOME & EXPENSES

1. Tolls and other revenue arising from the operations and ownership of the Turnpike are deposited to the Revenue Fund; Current Expenses as provided for in the annual budget are paid out of the Revenue Fund. At each month's end, the balance then held in the Revenue Fund in excess of 15% of the amount shown by the annual budget to be necessary for current expenses for the current fiscal year is transferred to the credit of the following accounts or funds in the following order:
  - a. Debt Service Fund - Interest Subaccount: until the sum of deposit is equal to the amount required to pay the interest portion of the Debt Service Charges which will become payable on the next ensuing Payment Date on all outstanding Bonds.
  - b. Debt Service Fund - Principal Subaccount: until the sum on deposit is equal to the amount required to pay the principal portion of the Debt Service Charges on all outstanding Bonds which will become payable on the next ensuing Principal Payment Date.
  - c. Debt Service Reserve Fund: until the sum on deposit is equal to the Debt Service Reserve Requirement, provided certain qualifications (as outlined and detailed in the General Turnpike Bond Resolution, as adopted on April 18, 1991) are met.
  - d. Reserve Maintenance Fund: until the sum deposited in such fiscal year is equal to the amount recommended by the Consulting Engineers.
  - e. General Reserve Fund: the balance remaining after making deposits under clauses (A), (B), (C), and (D) above.
2. Payments from the General Reserve Fund - Department of Transportation Provision Account, represent the Authority's obligation to provide revenues not less than \$8,700,000 annually to the Maine Department of Transportation. These payments are scheduled during each January and June for the year following the transfer of monies to the Fund, provided certain certification requirements are met. Furthermore, these payments are charged to expense in the months in which they occur (i.e. January and June). Such payments substantially affect the "Net Income" during these particular months and year to date figures during subsequent months.

Payments from General Reserve Fund - Interchange Account, are charged to expense in the months those payments occur.

# MAINE TURNPIKE AUTHORITY

Maine Turnpike

York - Augusta

## TRAFFIC AND REVENUE ANALYSIS

	MONTH OF JUNE				SIX MONTHS ENDED JUNE			
	1992	%	1991	%	1992	%	1991	%
<b>REVENUE VEHICLES:</b>								
Passenger Cars	2,029,231	89	2,472,365	89	10,047,484	88	11,980,986	88
Commercial Vehicles	244,113	11	283,016	11	1,295,895	12	1,614,062	12
<b>Total</b>	<b>2,273,344</b>	<b>100</b>	<b>2,755,381</b>	<b>100</b>	<b>11,343,379</b>	<b>100</b>	<b>13,595,048</b>	<b>100</b>
<b>MILES:</b>								
Passenger Cars	47,603,775	87	61,883,425	88	231,019,047	83	288,336,582	87
Commercial Vehicles	7,180,492	13	8,151,408	12	46,989,286	17	41,671,797	13
<b>Total</b>	<b>54,784,267</b>	<b>100</b>	<b>70,034,833</b>	<b>100</b>	<b>278,008,333</b>	<b>100</b>	<b>330,008,379</b>	<b>100</b>
<b>TOTAL REVENUE:</b>								
Passenger Cars	\$1,893,595.00	72	\$2,233,985.00	74	\$9,413,149.00	69	\$10,404,306.00	69
Commercial Vehicles	\$737,401.00	28	\$773,419.00	26	\$4,119,793.00	31	\$4,564,368.00	31
<b>Total</b>	<b>\$2,630,996.00</b>	<b>100</b>	<b>\$3,007,404.00</b>	<b>100</b>	<b>\$13,532,942.00</b>	<b>100</b>	<b>\$14,968,674.00</b>	<b>100</b>
<b>MILES PER TRIP:</b>								
Passenger Cars	23.459		25.030		22.993		24.066	
Commercial Vehicles	29.415		28.802		36.260		25.818	
<b>Average</b>	<b>24.099</b>		<b>25.417</b>		<b>24.508</b>		<b>24.274</b>	
<b>REVENUE PER TRIP:</b>								
Passenger Cars	\$0.93		\$0.90		\$0.94		\$0.87	
Commercial Vehicles	\$3.02		\$2.73		\$3.18		\$2.83	
<b>Average</b>	<b>\$1.16</b>		<b>\$1.09</b>		<b>\$1.19</b>		<b>\$1.10</b>	
<b>REVENUE PER MILE:</b>								
Passenger Cars	\$0.03978		\$0.03610		\$0.04075		\$0.03608	
Commercial Vehicles	\$0.10270		\$0.09488		\$0.08768		\$0.10953	
<b>Average</b>	<b>\$0.04802</b>		<b>\$0.04294</b>		<b>\$0.04868</b>		<b>\$0.04536</b>	

MAINE TURNPIKE AUTHORITY  
Maine - Turnpike  
York - New Gloucester  
COMPARATIVE STATEMENT OF  
TRAFFIC AND OPERATING REVENUE  
REVENUE FUND  
June 1992 and Year to Date

	<u>June 1992</u>		<u>Year to Date</u>	
<u>CLASS DESCRIPTION</u>	<u>Vehicles</u>	<u>Revenue</u>	<u>Vehicles</u>	<u>Revenue</u>
1. Passenger Cars, Motorcycles and Busses (less than 13 Passengers)	2,571,951	\$ 2,112,308.40	12,498,599	\$10,324,014.48
7. Passenger Car with Trailer	<u>38,856</u>	<u>58,490.45</u>	<u>137,249</u>	<u>211,285.05</u>
Total Passenger Vehicles	2,610,807	2,170,798.85	12,635,848	10,535,299.53
2. Trucks, and All Other Vehicles with Two Axles and Dual Tires	81,378	112,072.65	397,080	542,916.10
3. Three Axle Trucks and Class 2 Vehicles Towing Trailer and Buses	32,947	65,733.50	152,405	316,575.50
4. Axle Trucks and Combination-includes Class Two Vehicles Towing Two Axle Trailers	30,734	81,262.85	152,487	397,292.35
5. Five-or-more Axle Vehicles and Combinations-includes all Vehicles requiring "Overlimit Permit"	176,053	535,625.45	1,005,340	2,622,619.85
6. Six or More Axle Vehicles	<u>14,998</u>	<u>54,539.05</u>	<u>94,093</u>	<u>322,880.50</u>
Total Commercial Vehicles	336,110	849,233.50	1,801,405	4,632,873.30
Totals	2,946,917	3,020,032.35	14,437,253	15,168,172.83
Adjustment		<u>+10,738.21</u>		<u>+68,051.00</u>
Sub-total		\$3,030,770.56		15,236,223.83
Commuter Plan Payments		<u>+ 12,547.20</u>		<u>+ 720,082.02</u>
Gross Fare Revenue		3,043,317.76		15,956,305.85
Less Volume Discount		<u>-58,551.20</u>		<u>-315,804.87</u>
Net Fare Revenue		2,984,766.56		15,640,500.98
Other Revenue		<u>+ 260,233.23</u>		<u>+ 1,203,582.05</u>
TOTAL REVENUE		\$3,244,999.79 =====		16,844,083.03 =====