

# MAINE STATE LEGISLATURE

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# MAINE TURNPIKE AUTHORITY

## LEGISLATIVE REPORT

PAUL E. VIOLETTE  
EXECUTIVE DIRECTOR

FEBRUARY 1988

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The Maine Turnpike Authority, created by an Act of the Legislature in 1941, currently oversees the operation of a toll highway between York and Augusta, employing approximately 350 people.

The Members of the Authority are appointed by the Governor to serve a seven year term. Chapter 433, Public Laws of 1987 requires that Members of the Authority be confirmed by the Legislature. Listed below are the Members currently serving on the Authority.

Robert K. Pacios, Chairman

Sam L. Cohen, Vice Chairman

Abraham Leibowitz, Secretary-Treasurer

Peter W. Danton, Member

Dana F. Connors, Member, Ex-officio

The year 1987 marked two milestones for the Maine Turnpike Authority; our 40th Anniversary, and a record 28,747,953 vehicles using the road. This record use of the Turnpike represented an increase of 11.3%, or 2,918,997, vehicles over 1986. We conservatively estimate that in 1988 there will be a similar increase in vehicular use. The cumulative increase in vehicle growth has been 60% during the past five years, from 17,882,739 vehicles in 1982 to 28,747,953 vehicles in 1987.

This significant increase in traffic is due to a rapid usage increase by commuters, (the greatest area of growth as a segment of the vehicular use of the Turnpike), the growth in Maine as a four-season

destination by tourists, increased use by the trucking industry and the growth in Maine's economy.

Because of its rapid history of growth, the Maine Turnpike Authority, in 1985, requested that its Consulting Engineers, the firm of Howard, Needles, Tammen & Bergendoff, in conjunction with Wilbur, Smith and Associates, (traffic, revenue and financial feasibility specialists), review the needs of the Maine Turnpike through the year 1995. As a result of this study, the Authority went to the Legislature in 1987 requesting that the Authority's bond cap be increased, for the purpose of financing the legislatively mandated interchange program and a proposed widening of the Turnpike from Mile 12 to Mile 42. The Legislature approved this request during the 1987 legislative session.

In August of 1987 the Authority decided to delay a decision regarding the widening program until June of 1988 pending a complete and thorough review of transportation needs along the corridor of the Maine Turnpike as they relate to the Maine Turnpike Authority. The \$40,000,000 interchange program is not affected by this decision and continues to be implemented in compliance with legislation passed in 1981.

In addition to the study outlined above, the Maine Turnpike Authority has also initiated two additional studies: the Northerly Corridor and Westerly Connector studies.

The Northerly Corridor study was commissioned by the Authority at the request of the Legislature's Joint Standing Committee on Transportation in 1987. This study, which is still in progress, is looking at providing further access to the northern section of the Turnpike, from Portland, (North of Exit 10 of the Maine Turnpike) to Augusta (Exit 15 of the Maine Turnpike). In addition, this study is reconsidering what type(s) of fare collection system(s) should be used on the northern section of the Turnpike. The Authority is presently working with the Study Advisory Committee, comprised of representatives from Gray, New Gloucester, Auburn, Lewiston, Sabattus, Gardiner, and Augusta.

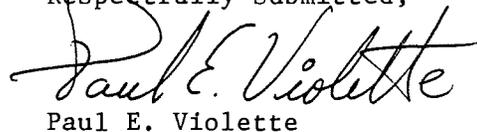
The Westerly Connector study, a feasibility study relating to a possible new interchange, or interchanges, which may connect to a proposed Turnpike spur west of Portland, was initiated by the Authority at the request of the Maine Department of Transportation in 1987. The Authority, in conjunction with the Maine Department of Transportation and the Westerly Connector Advisory Committee (comprised of representatives from Westbrook, Gorham, Windham, Portland, Scarborough and Falmouth), is presently reviewing this matter.

The Authority is hopeful that final reports regarding all of the above-mentioned studies will be available some time in April or May of this year. After that time, the Authority will be able to review information contained in the reports, as well as any other proposals.

The above information, together with input from the Maine Department of Transportation regarding its perspective of the overall needs of our State, will better assist the Authority in determining what action it should take regarding major capital improvements.

Attached is more statistical and narrative information relating to the Authority's activities during the year 1987.

Respectfully submitted,

A handwritten signature in cursive script that reads "Paul E. Violette". The signature is written in black ink and is positioned above the printed name.

Paul E. Violette

Executive Director

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### Revenues

Revenues from all sources (tolls, rentals, interest, misc.) rose to \$30,646,125 in 1987.

Toll revenues were up 10% over 1986, due wholly to traffic volume increases.

### Traffic

Vehicular traffic rose by 2,918,997 vehicles to a new record high of 28,747,953 cars and trucks. In addition, some 3,261,759 commuter trips\* were made, accounting for a total of 32,009,712 vehicles using the Turnpike.

Volume on some sections of the mainline is such that, more frequently, we experience significant traffic delays along the travelled way. The 100,000 vehicle per day volume, as late as five years ago deemed quite unlikely, was exceeded 92 times during 1987. Congestion along the roadway may become a safety hazard in the months ahead.

The following illustration highlights the growth in revenue traffic (not including commuter program participants) over the last several years:

<u>Year</u>	<u>Traffic</u>	<u>Percentage Increase</u>
1977	15,355,564	-----
1978	16,476,298	7.3%
1979	16,190,821	- 1.7%
1980	16,517,507	+ 2.0%
1981	17,390,489	+ 5.3%
1982	17,882,739	+ 2.8%
1983	19,088,885	+ 6.7%
1984	20,939,430	+ 9.7%
1985	22,649,533	+ 8.2%
1986	25,828,956	+14.0%
1987	28,747,953	+11.3%

\* Commuter trips, while not contributing to revenue vehicle counts, nevertheless add a consistent bulge to peak traffic periods.

Commuter Plan Program

The Commuter Fare Program, instituted on May 1, 1982, is 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 as much as 67% of present toll costs.

When the program was designed, 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	5,503	+19.3%
May, 1986	6,730	+22.3%
May, 1987	8,029	+19.3%
Feb, 1988	9,200	+14.6% (to date)

(latest period available)

### Reconstruction

The Maine Turnpike Authority exists because it helps provide safe and rapid transit from and within the State of Maine. The Turnpike acts as the main artery to a network of branching roads leading to all points in the state. In order to maintain this important link in a condition conducive to safe travel, a continual maintenance and reconstruction program must be adhered to.

The structural steel on eleven bridges was cleaned and repainted during 1987. In addition to preserving the aesthetics, repainting the steel helps retard the effects that salt and water have in the normal deterioration of steel.

A 7.3 mile section of roadway between mile 18.1 and mile 25.4 (both north and southbound) was repaved. An ongoing repaving program is vital to maintaining the integrity of the asphalt surface.

Two bridge decks were replaced during 1987. This type of work consists of removing existing decks, replacing reinforcing steel and concrete, repairs (if needed) to structural steel and repaving.

The Authority entered into an agreement to widen the Running Hill Road in South Portland, largely because of residential and commercial development west of the mainline and increased traffic burdens on what was a very narrow bridge. This work is ongoing, and represents the Authority's interests in cooperating with municipal and state governments to assure that transportation needs are met.

### Maintenance

The Authority maintains 104 lineal miles of roadway. Including ramps and lanes there are 430 lane miles of coverage. The annual cost per lane mile for routine summer and winter maintenance (including snow removal is \$5,925.

### Patrol

The Maine Turnpike is patrolled by Troop G of the Maine State Police under contractual agreement. The Maine Turnpike Authority pays all costs of Troop G, including salaries, benefits, retirement costs, overhead, and monthly vehicle depreciation. The Authority expended \$1,256,348.80 during 1987 for these services.

The Maine State Police issued 22,483 summonses for various offenses on the Turnpike during 1987. These summonses produced fines in the sum of \$967,331. Unlike other agreements (i.e. Massachusetts Turnpike Commission and Mass. State Police), the Authority does not receive fines collected for infractions.

Troop G is available on an as-needed basis for off Turnpike patrol and response. This availability (at no cost to taxpayers) and the fines retention by the State's General Fund are added benefits to the State of Maine provided by the Authority.

### Interchange Account

The Interchange Construction and Improvement Account (I&C Account), as provided for in the Trust Indenture dated June 15, 1982, and in accordance with Section 1974, Subsection 3 of Chapter 595 - Public Laws of 1982 exists to reimburse the Department of Transportation of the State of Maine for work involved with improvement and construction of facilities providing access to the Maine Turnpike.

A total of nine projects have been proposed by D.O.T., including an access road in Auburn (completed during 1987), relocation of the Lewiston Interchange, a connector in Biddeford of Route 1 and Route 111, a Scarborough exit connecting to Route 1 and the Industrial Parks areas, and a Route 1 connector in the Ogunquit area to relieve congestion in that village.

The Auburn project was financed 85% by the Authority, at a cost of \$3,219,791.63. This spur, known as the Kittyhawk Road, connects Route 202 to the Industrial Parks area surrounding the Lewiston-Auburn airport.

Funds from this account are also being used to study the feasibility of continued and/or alternate collection of tolls north of the Portland area, and a connector road west of Portland to relieve congestion in the rapidly growing towns in that vicinity.

Funds are held on deposit in the Authority's accounts until request and authorization for release to the Maine Department of Transportation is complete.

The Lewiston project has been authorized for full payment by the Authority, with a contribution not to exceed \$5,900,000.00. Work has been suspended pending the results of the study (funded by the Authority for \$50,000) regarding the northern section of road.

Work is progressing on the Biddeford connector spur. The Authority will pay up to \$3,200,000 of project costs to link Route 1 with Route 111 and direct access to the Biddeford Interchange.

Construction of the Scarborough Interchange is expected to begin sometime in 1988. Funding arrangements have not been completed with the Maine Department of Transportation by the date of this report.

Access Road Account

Since the enactment of Chapter 595, Public Laws of 1982, the Authority has been required to annually submit to the State of Maine - Department of Transportation the sum of \$4,700,000.00.

During 1987, transfers were conducted as follows:

1/10/87	\$2,741,666.67 to State of Maine, D.O.T.
6/11/87	<u>\$1,958,333.33 to State of Maine, D.O.T.</u>
	\$4,700,000.00

These transactions took place under the terms and conditions of Section 513 of the Trust Indenture dated June 15, 1982.

The direct transfer of funds to Maine Department of Transportation during 1987 represents 15.3% of gross revenues.

To date, the Authority has transferred \$26,241,666.67 to the Department of Transportation for highway use.

### Financial and Statistical

Following are several pages of the December 1987 Financial Report (which also acts as an annual report). It provides an accounting of income, expenses, and the disposition of Fund balances, in addition to providing statistics on revenue vehicles.

It should be noted that all monies held on deposit by the Authority are dedicated to a particular project or use, and that, ultimately, all excess funds become available for use by the Maine Department of Transportation through the Interchange Construction and Improvement Account.

MAINE TURNPIKE AUTHORITY  
COMPARATIVE STATEMENT

Calendar Years 1984-1987

<u>OPERATING REVENUES</u>	1984	1985	1986	1987
Net Fare Revenue	\$21,750,668.84	\$23,388,379.80	\$26,459,069.49	\$28,930,471.13
Net Rental of Concessions	498,476.95	567,680.69	1,039,917.32	1,293,087.98
Net Miscellaneous Revenue	<u>304,603.48</u>	<u>283,810.62</u>	<u>363,791.33</u>	<u>422,565.48</u>
<b>Total Income</b>	<b>\$22,553,749.27</b>	<b>\$24,239,871.11</b>	<b>\$27,862,778.14</b>	<b>\$30,646,124.59</b>
 <u>OPERATING EXPENSE:</u>				
Administration	\$ 1,536,109.70	\$ 1,623,254.16	\$ 2,106,511.16	\$ 2,198,205.23
General Expense				
Accounts & Control	292,303.19	337,724.89	352,055.03	348,607.84
Maintenance of Roadway & Structures	1,867,655.53	2,112,211.44	2,230,645.89	2,234,898.21
Garages, Shops & Equipment	1,001,415.17	1,085,806.13	1,023,850.64	1,020,340.17
Toll Collection	3,569,842.64	4,432,836.33	5,177,213.00	5,561,981.62
Control & Radio Operations	942,481.59	1,286,855.47	1,234,145.09	1,476,571.93
Building Maintenance	390,267.32	359,129.34	464,581.27	480,453.53
<b>Total Expense</b>	<b>\$ 9,600,075.14</b>	<b>\$11,237,817.76</b>	<b>\$12,589,002.08</b>	<b>\$13,321,058.53</b>
 <u>NET OPERATING REVENUE</u>	 <b>\$12,953,674.13</b>	 <b>\$13,002,053.35</b>	 <b>\$15,273,776.06</b>	 <b>\$17,325,066.06</b>
 <u>INTEREST EARNED ON INVESTMENTS:</u>				
Reserve Maintenance Fund	\$ 209,232.80	\$ 123,019.68	\$ 188,040.35	\$ 229,666.75
Bond Payment Account	147,060.90	104,063.33	49,165.80	107,472.59
Reserve Account	66,534.07	40,354.20	28,556.83	18,927.16
Redemption Account	0.00	0.00	0.00	0.00
Access Road Account	336,748.36	375,084.36	247,535.47	290,378.18
Interchange Development Account	582,589.73	682,007.51	753,981.74	446,051.36
<b>TOTAL</b>	<b>\$14,295,839.99</b>	<b>\$14,326,582.43</b>	<b>\$16,541,056.25</b>	<b>\$18,417,562.10</b>
 <u>RESERVE MAINTENANCE EXPENDITURES:</u>				
Access Road Expenditure:	\$ 4,787,294.36	\$ 4,482,470.42	\$ 4,624,251.98	\$ 5,169,748.29
Interchange Development Account Expenditures	4,700,000.00	4,700,000.00	4,700,000.00	4,700,000.00
	10,729.01	586,699.43	2,148,890.36	1,455,251.60
 <u>NET INCOME BEFORE INTEREST(1)</u>	 <b>\$ 4,797,816.62</b>	 <b>\$ 4,557,412.58</b>	 <b>\$ 5,067,913.91</b>	 <b>\$ 7,092,562.21</b>

- (1) These monies are dedicated to, in order of priority:
- A) Debt Service
  - B) Reserve Funding - Access Road Account
  - C) Reserve Funding - Interchange Construction and Improvement Account

These funds are necessary to fulfill the legislative obligation to construct interchanges

Notes to Summary Statement of Income & Expense

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. Monthly, the balance 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. Bond Payment - until the balance of the account is equal to the amount of interest and principal which will become due within the twelve-month period ending on the next ensuing July 1st.
  - B. Reserve Maintenance Fund - until the sum deposited in such fiscal year is equal to the amount recommended by the Consulting Engineers.
  - C. Reserve Account - until the balance of the account is equal to the maximum amount of interest payable in any present or future twelve-month period on all bonds then outstanding.
  - D. General Reserve Fund - the balance after making the deposits under clauses (A), (B) and (C) above, to be deposited first to the Access Road Account and applied to the discharge of the Authority's obligation to provide revenues not exceeding \$4,700,000 annually to the State Department of Transportation. Payments are made to the State Department of Transportation on each January 10 and June 11 of the year following the transfer of available funds to the Access Road Account provided certain certification requirements are met.

Any balance remaining in the General Reserve Fund on June 12, after payment to the Department of Transportation is deposited in the Interchange Construction and Improvement Account.

Statement of  
TRAFFIC AND OPERATING REVENUE  
REVENUE FUND  
December 1987

<u>CLASS</u> <u>DESCRIPTION</u>	<u>VEHICLES</u>	<u>REVENUE</u>	<u>VEHICLES</u>	<u>REVENUE</u>
			Cumulative 1/ 1/87 thru 12/31/87	
1. Passenger Cars, Motorcycles and Buses (less than 13 Passengers)	1,939,281	\$1,410,786.60	25,242,482	\$19,583,784.65
7. Passenger Car With Trailer	<u>8,516</u>	<u>13,723.70</u>	<u>307,559</u>	<u>498,887.55</u>
Total Passenger Vehicles	1,947,797	\$1,424,510.30	25,550,041	\$20,082,672.20
2. Trucks, and All Other Vehicles with Two Axles and Dual Tires	60,805	79,061.00	786,878	\$ 1,071,311.45
3. Three Axle Trucks and Class 2 Vehicles Towing Trailer and Buses	23,892	43,770.15	298,717	\$ 559,055.65
4. 4 Axle Trucks and Combination-includes Class Two Vehicles Towing Two Axle Trailers	27,036	72,709.35	348,500	932,562.20
5. Five-or-more Axle Vehicles and Combinations-includes all Vehicles requiring "Overlimit Permit"	<u>161,041</u>	<u>549,238.15</u>	<u>1,763,817</u>	<u>5,949,006.70</u>
Total Commercial Vehicles	272,774	\$ 744,778.65	3,197,912	\$ 8,511,936.00
Totals	2,220,571	\$2,169,288.95	28,747,953	\$28,594,608.20
Adjustment		+ 2,996.53		+67,785.45
Sub-total		<u>\$2,172,285.48</u>		<u>\$28,662,393.65</u>
Commuter Plan Payments		+ 3,231.00		+772,861.34 (1)
Gross Fare Revenue		\$2,175,516.48		\$29,435,254.99
Less Volume Discount		<u>-49,457.11</u>		<u>-504,783.86</u>
Net Fare Revenue		\$2,126,059.37		\$28,930,471.13
Other Revenue		<u>+119,517.75</u>		<u>+1,715,653.46</u>
<b>TOTAL REVENUE</b>		<u><u>\$2,245,577.12</u></u>		<u><u>\$30,646,124.59</u></u> (2)

(1) Commuter vehicles and payments are not accounted for in counts of total vehicles because there is no mechanism to account for the dollar amount value of usage on any particular day.

(2) Before expenses and dedications described in note 1, page 8

MAINE TURNPIKE AUTHORITY

Maine Turnpike  
York - Augusta

TRAFFIC AND REVENUE ANALYSIS

	Month of December				12 Months Ended December			
	1987		1986		1987		1986	
	Amount	%	Amount	%	Amount	%	Amount	%
<b>VEHICLES</b>								
Passenger Cars	1,947,797	88	1,753,529	88	25,550,041	89	22,951,183	89
Commercial Vehicles	272,774	12	237,208	12	3,197,912	11	2,877,773	11
Total	2,220,571	100	1,990,737	100	28,747,953	100	25,828,956	100
<b>MILES</b>								
Passenger Cars	45,702,460	83	41,862,458	83	646,795,583	86	589,891,159	85
Commercial Vehicles	9,375,032	17	8,388,307	17	108,882,446	14	101,477,328	15
Total	55,077,492	100	50,250,765	100	755,678,029	100	691,368,487	100
<b>TOTAL REVENUE</b>								
Passenger Cars	\$ 1,424,510	66	\$ 1,302,723	66	\$20,082,672	70	\$18,296,398	70
Commercial Vehicles	744,779	34	660,546	34	8,511,936	30	7,924,592	30
Total	\$ 2,169,289	100	\$ 1,963,269	100	\$28,594,608	100	\$26,220,990	100
<b>MILES PER TRIP</b>								
Passenger Cars	23.5		23.9		25.3		25.7	
Commercial Vehicles	34.4		35.4		34.1		35.3	
Average	24.8		25.2		26.3		26.8	
<b>REVENUE PER TRIP</b>								
Passenger Cars	\$ 0.731		\$ 0.743		\$ 0.786		\$ 0.797	
Commercial Vehicle	2.730		2.785		2.662		2.754	
Average	\$ 0.977		\$ 0.986		\$ 0.995		\$ 1.015	
<b>REVENUE PER MILE:</b>								
Passenger Cars	\$ 0.031		\$ 0.031		\$ 0.031		\$ 0.031	
Commercial Vehicles	0.079		0.079		0.078		0.078	
Average	\$ 0.039		\$ 0.039		\$ 0.038		\$ 0.038	