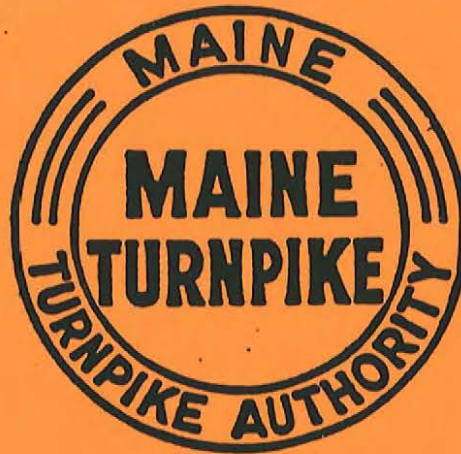


MAINE STATE LEGISLATURE

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MAINE TURNPIKE AUTHORITY

LEGISLATIVE REPORT

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PAUL E. VIOLETTE
EXECUTIVE DIRECTOR
February 1990
Fifth Semi-Annual
Report

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February , 1990

Dear Legislative Member:

I am pleased to provide you with a copy of the Maine Turnpike Authority's fifth semi-annual Legislative Report in accordance with Section 1966 paragraph 4, of Title 23, M.R.S.A.

The use of the Maine Turnpike continued to increase in 1989. Growth, although less than in 1988, was still up by almost 3%.

The Maine Turnpike Authority made two rather significant decisions in 1989 which have major implications to the budget of the Maine Department of Transportation and to the users of the State's Transportation System.

In July of 1989 the Authority voted unanimously to provide MDOT with \$8.7 million dollars to assist MDOT in funding its various programs. This sum of \$8.7 million represents approximately 23% of the gross revenues generated by the MTA. This transfer of funds from a turnpike to a state department of transportation is the most generous such program of its kind in the nation.

This decision was made as a result of recent legislative changes made allowing for this increased transfer of funds. In addition, this decision represents the MTA's concern for the needs of the State and the Authority's concern for Maine's secondary road system. The MTA has worked closely with MDOT and the Legislature's Joint Standing Committee on Transportation in making maximum use of MTA's potential for assisting the State of Maine.

The second major undertaking on the part of the Authority was to change its commuter program. Starting in November of 1989, the MTA's commuter program has been enhanced to allow commuters more flexibility in the use of the Turnpike at no extra charge in the cost of the quarterly commuter card.

This action was taken by a unanimous decision of the Authority. It was the result of a study conducted by the MTA which demonstrated that the turnpike could help solve the traffic problem on U.S. Route 1 in York County by transferring trips to the Turnpike.

We have already noted a significant increase not only in commuter card holders but also in the number of Turnpike trips per commuter.

Both of these actions represent in a very dramatic way the evolving role of the Maine Turnpike in meeting the needs of Maine's transportation needs.

It is precisely for this reason that the MTA continues to move forward with its Capital Improvement Program. The MTA has worked closely with MDOT, and the many other local and state officials involved in the process.

The three major components of the Program and their status are as follows:

I. Interchange Program

This program, legislatively created, continues to be implemented.

The Lewiston Project, taking place at Exit 13, is now under construction. This project which will cost \$2.25 million should be completed in 1991. The project will allow for access to the Turnpike from the Goodard Road through an area being developed as commercial parks.

Please refer to the section in this report on the Interchange Program as to the status of each of the other interchange projects.

II. Widening Project

This project is presently in the environmental permitting process. At this stage we are working with the State of Maine and the Federal Government to obtain the necessary permits. In addition, we are working very closely with the eight towns that the project will involve.

III. North End Conversion Program

This project which resulted from the recommendations of a study conducted by the MTA at the request of the Legislature's Committee on Transportation is also in the State permitting stage. We expect the project to begin this spring.

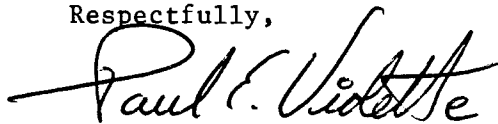
This project will allow the MTA to collect tolls through a "closed barrier system" rather than a "closed ticket system" on the section of the Turnpike north of Exit 11, Gray.

In addition to these programs and projects the Authority was pleased that the Legislature's Committee on Transportation and the legislature allowed the Turnpike to put in place "Automatic Teller Machines" at its service areas. These machines are now in place, and allow us to better serve our patrons.

1990 will be a very busy year as we move forward toward putting in place a transportation infrastructure that will allow Maine to enter the next century.

Attached is more statistical and narrative information relating to the Authority's activities during the second half of 1989.

Respectfully,

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 and title.

Paul E. Violette
Executive Director

PRV/rvf

Enclosure

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Maine Turnpike Authority

Report to Maine State Legislature
Transportation Committee

Reporting Period

July 1989 - December 1989

Maine Turnpike Authority
Directory

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Executive Director

PAUL E. VIOLETTE

Administrative Assistant

MARGARET A. TRUEWORTHY

REVENUES

Revenues from all sources (tolls, rentals, interest, misc.) rose to \$38,500,275.38.

Toll revenues were up 15.4% over 1988, partly as the result of the 15% fare increase on January 1, 1989.

TRAFFIC

Vehicular traffic in 1989 was 31,624,773 cars and trucks. In addition, some 4,830,176 commuter trips* were made, accounting for a total of 36,454,949 vehicles using the Turnpike.

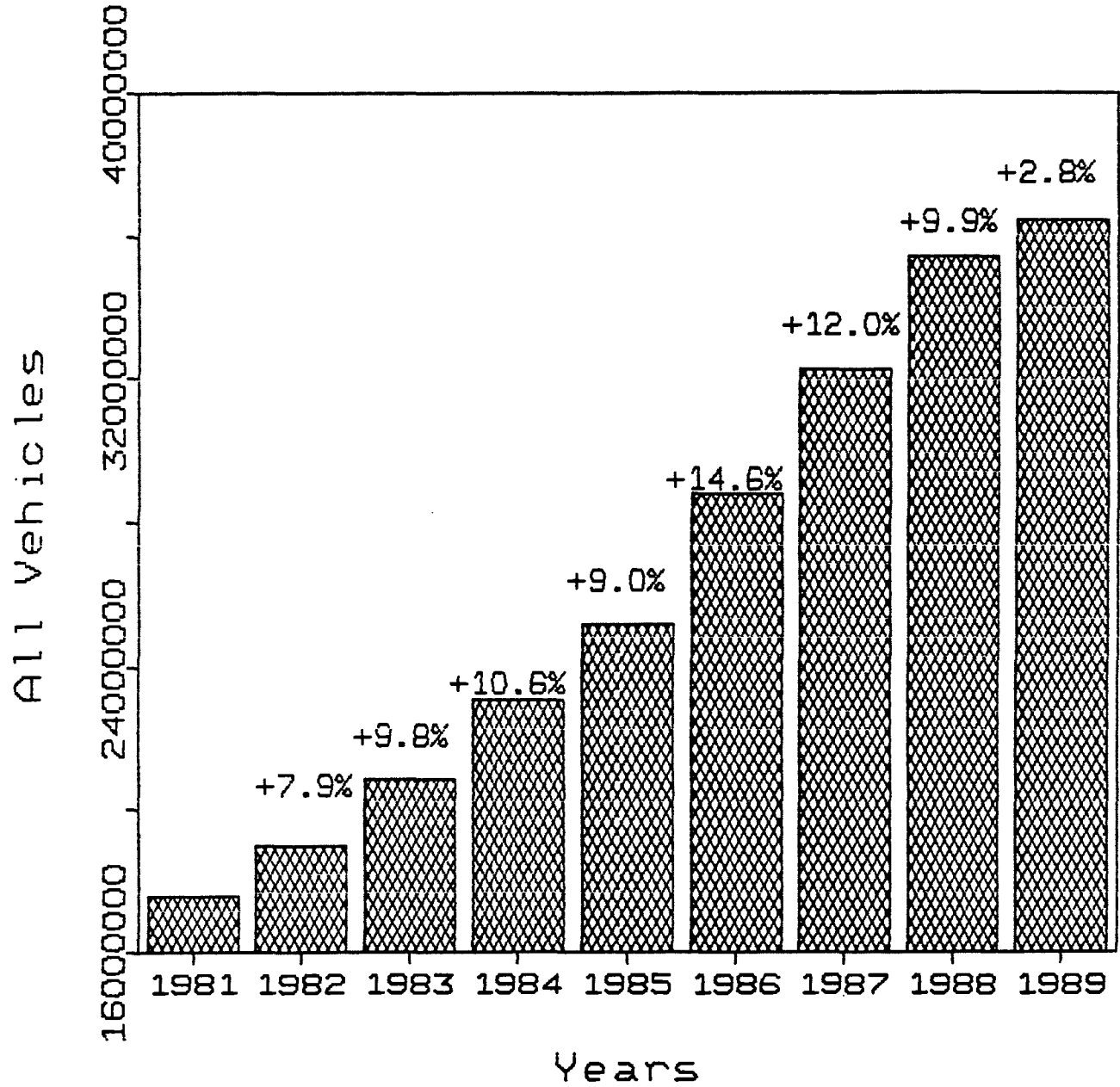
Volume on some sections of the mainline is such that, more frequently, we experience significant traffic delays along the travelled way. The 100,000 vehicle per day volume, as late as five years ago deemed quite unlikely, was exceeded 158 times during the above period. Congestion along the roadway will become a safety hazard.

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

<u>Year</u>	<u>Traffic</u>	<u>Percentage Increase</u>
1979	16,190,821	-----
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%
1988	31,392,550	+ 9.2%
1989	31,624,773	+ 0.75%

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

Maine Turnpike Authority



1981	17,593M	1982	18,988M
1983	20,849M	1985	25,145M
1986	28,807M	1987	32,259M
1988	35,444M	1989	36,452M

MAINE TURNPIKE AUTHORITY

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, provided those funds are available.

During 1988, transfers were conducted as follows:

1/10/88	\$2,741,666.67 to State of Maine, D.O.T.
6/11/88	<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.

On July 1, 1989 the Authority called all outstanding bonds for early redemption, thereby affecting a defeasance of the Trust Indenture. By doing so, the Authority was able to transfer to the Maine Department of Transportation an additional \$4,000,000.00 subsidy, as provided for in Title 23, Section 1974, Chapter 793 of the Public Laws of 1987. This additional transfer, completed on July 3, 1989, effectively acted to increase the 1989 annual contribution to the Maine Department of Transportation to \$8,700,000.00.

To date, the Authority has transferred \$39,641,666.67 to the Department of Transportation for highway use.

COMMUTER PLAN PROGRAM

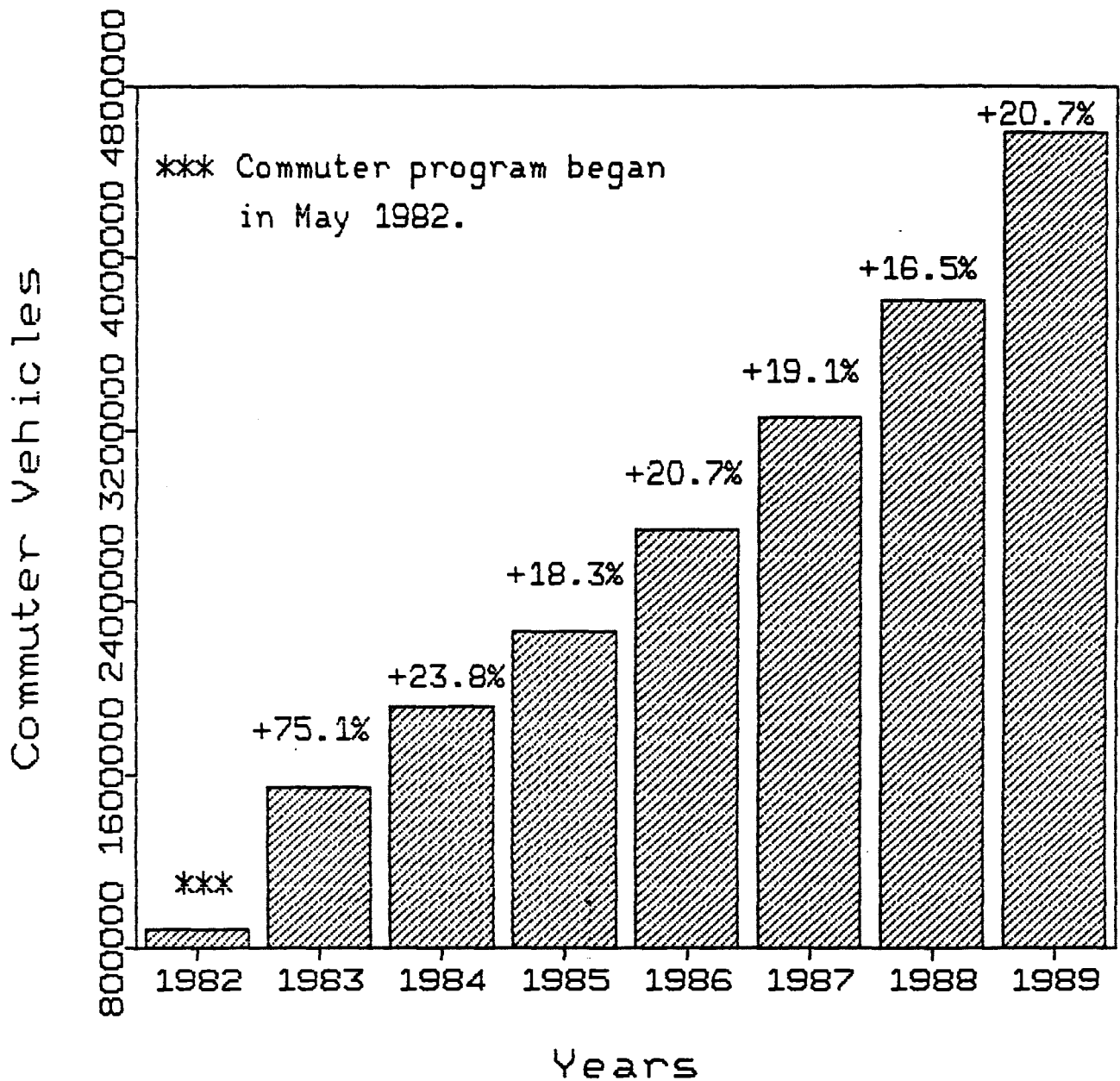
The Commuter Fare Program, instituted on May 1, 1982, is the fastest growing element of turnpike usage. By prepaying for a three-month commuter pass and using that pass an average of twenty days per month, the participant can save as much as 67% of present toll costs. The recent toll increase which went into effect on January 1, 1989, did not effect commuter fares. Commuter fares are still based on the May 1982 tolls.

As outlined in my opening letter, the Authority in 1989 voted and in November 1989, implemented a change in the commuter program. This action has added additional flexibility to the program and at no extra charge to the user. This change has been overwhelmingly accepted by the existing users of the program. In addition, it has attracted the largest increase in new applicants to the program.

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%
May, 1988	9,632	+20.0%
May, 1989	11,587	+20.3%

Maine Turnpike Authority



1982	882T	1983	1,546M
1984	1,914M	1985	2,266M
1986	2,736M	1987	3,261M
1988	3,801M	1989	4,586M

MAINE TURNPIKE AUTHORITY
MAINE DEPARTMENT OF TRANSPORTATION
INTERCHANGE PROGRAM

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. According to the legislation, before new interchanges or access roads may be constructed, it must be determined that they have a sufficient relationship to the public's use of the Turnpike and the orderly flow of traffic on the Turnpike so that the use of Turnpike revenues is warranted to pay all or part of maintaining or constructing the access roads or interchanges.

The interchange program is primarily funded by the Maine Turnpike Authority through toll revenues. Under the program the Maine Turnpike Authority pays 100% of the cost of all preliminary engineering and design work. The Maine Turnpike Authority also pays 100% of the cost of the construction of the actual interchange to the toll plaza. In addition, the Maine Turnpike Authority pays 50% of the share of the access road from the interchange to the existing road system. MDOT pays the remaining 50% of the access road. As a result of this formula, the Maine Turnpike Authority generally pays approximately 85% of the total cost of each project.

In 1982, MDOT began assessing the feasibility and priority of several interchanges and modifications to interchanges. In 1983, Maine Department of Transportation suggested to the Maine Turnpike Authority nine such interchanges and modifications. These included:

1. Auburn, U.S. Route 202 - legislatively mandated
2. Lewiston, State Route 196 - legislatively mandated
3. Portland, State Route 9, and 22
4. Scarborough, Payne Rd. to U.S. Route 1 - legislatively mandated
5. Biddeford - U.S. Route 1, State Route 111
6. Portland - U.S. Route 302 - Forest Avenue
7. Westbrook Arterial Extension
8. Gray - U.S. Route 202 (Bypass)
9. Ogunquit - Wells, U.S. Route 1

The status of these is as follows:

1. Auburn - U.S. Route 202
The Auburn project was completed at a cost of \$4.0 million dollars. The Maine Turnpike Authority financed 87% of the project at a cost of \$3,609,715.33.
2. Lewiston - State Route 196
This project has received all approvals. Construction began in the fall of 1989 and the project should be completed by the spring of 1991. The cost of the project is estimated at \$2,250,000, the MTA is paying 100% of this cost.
3. Portland - Route 9 and 22
6. Portland - U.S. Route 302 - Outer Forest Avenue
7. Westbrook Arterial Extension
These three interchanges are presently being studied by the Maine Department of Transportation. MDOT has retained the firm of Vanasse, Hangen, Brustlin, Inc. to study the feasibility of new or modified interchanges in the Greater Portland area. In addition, VHB will be studying the local road network and focusing on roads west of Portland.
4. Scarborough - Payne Road U.S. Route 1
The Maine Department of Transportation submitted permit applications to the D.E.P. late last fall. Subject to the receipt of necessary permits, MDOT has scheduled the project to be completed in two phases. Phase 1, to be let in the spring of 1990, would include the actual interchange on the Turnpike to its connection to the Payne Road. Phase 2 would include the connector from the Payne Road to U.S. Route 1. This component would be let in the fall of 1990.

The cost of this project was estimated in 1989 to be \$11.3 million dollars. The MTA's share was 76% of the total cost or \$8.6 million dollars.
5. Biddeford - Route 111
This project was completed in 1989. The project included new signalling at the intersection of the MTA's Biddeford Interchange and Route 111 and a connector from that intersection to U.S. Route 1. This project was designed to relieve traffic congestion in the "five points" area of Biddeford and to reduce traffic congestion on U.S. Route 111. The MTA paid \$3.2 million dollars, 50% of the cost of the project.
8. Gray, U.S. Route 202
This project is tentatively scheduled for the spring of 1994. MDOT has been reviewing the original plan and a variety of other proposals.
9. Ogunquit - Wells, U.S. Route 1
MDOT continues to spend a considerable amount of time on this project. The number of possible locations of the proposed

interchange have been narrowed down to four. MDOT plans to hold public hearings on a route sometime in 1991 and to start the project in 1993.

In addition to these nine projects, the 1988 Capital Improvement Program authorized by the Maine Turnpike Authority provides for additional interchanges to be added. These are:

10. Sabattus/Lewiston, Grove Street
11. Sabattus/Lewiston, State Route 9
13. Auburn, South Main/River Road

These three interchanges in the Greater Lewiston, Auburn, Sabattus area are being studied by MDOT. MDOT has retained a consultant to conduct a feasibility study on all three proposed interchanges.

12. Biddeford/Saco/Old Orchard Beach Access

This proposed new interchange is tentatively scheduled for 1996. Neither MDOT or the MTA has initiated any action relative to this project to date.

Under the Interchange Program, the Maine Department of Transportation submits proposals to the Maine Turnpike Authority on an individual basis for each interchange/interchange modification. This proposal is then reviewed by the Maine Turnpike Authority and subject to its approval prior to any project being started. Thus, projects 3, 6, 7, 8, 9, 10, 11, 12 and 13 must still go through the Maine Department of Transportation process, be reviewed and then a proposal submitted to the Maine Turnpike Authority for approval, before construction starts.

1990 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 Authority has voted and budgeted for the following re-construction program for the summer of 1990.

PAVEMENT:

Resurfacing of the six lane portion of the Turnpike between mile 5.65 and mile 12.0 in the Town of York.

Work will consist of resurfacing all existing travel lanes and shoulders, constructing new drainage structures and the modification of existing catch basins.

The resurfacing of the entire York Toll Plaza will also be part of this project.

The estimated cost for this work is \$1,500,00.00.

STRUCTURES:

In continuing with a bridge replacement and repair program the Authority proposes to replace the concrete deck on two bridges, one being the Spring Street underpass at mile 42.5 in the Town of Scarborough and the other, both east and westbound lanes over the Presumpscot River located at mile 50.5 on the Falmouth spur in the Town of Falmouth.

Several other bridges will receive miscellaneous other repairs of a minor nature.

Cost of these two projects is estimated at \$1,850,000.00.

SERVICE AREAS:

In order to upgrade the service areas along the Turnpike, the Authority anticipates replacing the complete fuel distribution systems at mile 56 southbound in the Town of Cumberland and mile 57 northbound in the Town of Gray.

This follows the completion in 1989 of similar work at the mile 24 service areas in Kennebunk.

Cost of replacing the fuel distribution systems at Miles 56 and 57 is estimated to be \$750,000.00.

MISCELLANEOUS:

Sand/Salt storage buildings will be constructed at the two northern most maintenance areas; one being at Mile 90 in the Town of Litchfield, and the other at Mile 99 in the Town of West Gardiner.

The estimated cost of these two buildings is \$400,000.00.

PATROL

As a result of legislation passed several years ago, the Maine Turnpike Authority provides payment to the State of Maine for all costs of Troop G (the Troop that patrols the Turnpike) of the Maine State Police. Some of these costs include all salaries, benefits, retirement, and vehicle depreciation. In 1989 these costs amounted to \$1.7 million dollars.

Additionally, unlike other agreements (i.e. Massachusetts Turnpike Commission and Massachusetts State Police) the State of Maine rather than the Maine Turnpike Authority, receives all fines collected for infractions. Such infractions during 1989 provided fines in the amount of \$951,165.50 to the State's General Fund.

The following is some statistical data for the year 1989:

17,964	Summonses issued
17,990	Warnings issued
5,647	Defective motor vehicles
2,931	Truck violations (310 put out of service as unsafe)
370	OUI's (51 of these were teenagers)
324	Child safety seat violations
4,865	Criminal/Civil & Traffic violations
1,271	Accidents
6,990	Patrol checks/Aide to Motorists

FINANCIAL AND STATISTICAL

Following are several pages of the December 1989 Financial Report (which also acts as the 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 December		12 Months Ended December	
	1989	1988	1989	1988
OPERATING REVENUE				
Net Fare Revenue	\$ 2,435,175.33	\$ 2,197,928.15	\$ 36,057,231.77	\$ 31,249,645.71
Rental of Concessions	224,030.33	177,824.28	1,893,389.82	1,419,945.78
Misc. Revenue & Interest	85,659.89	26,710.96	549,653.79	338,576.41
TOTAL	\$ 2,744,865.55	\$ 2,402,463.39	\$ 38,500,275.38	\$ 33,008,167.90
OPERATING EXPENSE				
Administration & General Exp	\$ 415,581.12	\$ 200,492.86	\$ 1,796,701.66	\$ 2,980,156.92
Accounts & Control	36,505.39	32,122.83	430,145.12	346,568.45
Maintenance of Roadways	404,408.99	266,606.29	3,298,421.94	2,208,403.35
Garages, Shops & Equipment	126,953.06	102,719.24	1,306,374.93	1,046,687.43
Fare Collection	595,231.54	576,054.64	7,892,531.38	6,105,479.47
Patrol, Radio & Station Oper	375,710.30	325,207.45	1,927,596.51	1,733,200.60
Building Maintenance	62,877.10	52,242.35	617,118.67	482,002.34
TOTAL EXPENSE	\$ 2,017,267.50	\$ 1,555,445.66	\$ 17,268,890.21	\$ 14,902,498.56
NET OPERATING INCOME	\$ 727,598.05	\$ 847,017.73	\$ 21,231,385.17	\$ 18,105,669.34
INTEREST EARNED ON INVEST.:				
Reserve Maintenance Fund	\$ 110,965.69	\$ 21,524.78	\$ 620,088.35	\$ 351,568.31
Bond Payment Account	.00	39,187.37	48,015.26	75,575.77
Reserve Account	.00	5,497.66	9,683.31	14,065.55
Reserve for Construction	-51,705.16	.00	-51,705.16	.00
Access Road Account	.00	.00	474,276.19	410,199.32
Interchange Develop. Acct.	234,449.89	193.33	1,655,587.31	1,224,185.94
TOTAL	\$ 1,021,308.47	\$ 913,420.87	\$ 23,987,330.43	\$ 20,181,264.23
Reserve Maintenance Fund	533,544.30	693,214.32	7,866,038.75	5,240,790.02
Access Road Acct. Transfer	.00	.00	4,700,000.00	4,700,000.00
Interchange Develop. Acct. Exp.	.00	36,950.10	4,291,018.17	3,932,911.25
NET INCOME BEFORE BOND INT. & RETIREMENT EXPENSE	\$ 487,764.17	\$ 183,256.45	\$ 7,130,273.51	\$ 6,307,562.96
Interest Expense	.00	22,291.66	162,500.00	267,500.00
Retirement Expense	.00	.00	1,687.70	.00
NET INCOME	\$ 487,764.17	\$ 160,964.79	\$ 6,966,085.81	\$ 6,040,062.96
Times Int. Expense Coverage	N/A	8.22	43.88	23.58

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. Reserve Maintenance Fund - until the sum deposited in such fiscal year is equal to the amount recommended by the Consulting Engineers.
 - B. General Reserve Fund - the balance after making the deposit above, to be deposited to the Fund and applied to the discharge of the Authority's obligation to provide revenues not exceeding \$8,700,000 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 Fund provided certain certification requirements are met.

2. Payments to the State Department of Transportation from the General Reserve Fund are charged to expense in the months in which they occur (i.e. January and June). Such payments substantially affect the monthly "Net Income" figures during these months and the year to date figures for "Net Income" during following months.

Notes To Balance Sheets

1B. At a meeting of the Authority on August 3, 1989, the following resolution was adopted.

WHEREAS: The Maine Turnpike Authority is, and has been for several years, involved in a process that will eventually result in the widening of a thirty-mile stretch of the southern section of the Turnpike, and:

WHEREAS: The Maine Legislature in 1987 enacted Chapter 457, P.L. of 1987, An Act to Amend the Maine Turnpike Authority Act, providing for the widening of the southern end of the Maine Turnpike;

WHEREAS: During this process the Maine Turnpike Authority has expended large sums of money to further its plans to accomplish this widening and;

THEREFORE, BE IT RESOLVED:

That the Authority establish an account to which the above-described expenditures be charged and for which the general fund will be reimbursed from the proceeds of the bond issue floated for purposes of widening the southern end of the Turnpike.

MAINE TURNPIKE AUTHORITY
Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE ANALYSIS

	Month of December		12 Months Ended December					
	1989		1988		1989		1988	
	Amount	%	Amount	%	Amount	%	Amount	%
VEHICLES:								
Passenger Cars	2,004,604	88	2,083,169	88	28,101,229	89	27,913,695	89
Commercial Vehicles	266,924	12	275,263	12	3,523,544	11	3,478,855	11
Total	2,271,528	100	2,358,432	100	31,624,773	100	31,392,550	100
MILES:								
Passenger Cars	47,237,561	85	48,706,399	84	705,598,701	86	699,697,776	86
Commercial Vehicles	8,602,970	15	9,200,830	16	112,433,069	14	116,436,281	14
Total	55,840,531	100	57,907,229	100	818,031,770	100	816,134,057	100
TOTAL REVENUE:								
Passenger Cars	\$1,706,105	69	\$1,517,099	68	\$25,336,481	71	\$21,748,491	70
Commercial Vehicles	779,942	31	723,801	32	10,167,660	29	9,075,609	30
Total	\$2,486,047	100	\$2,240,900	100	\$35,504,141	100	\$30,824,100	100
MILES PER TRIP:								
Passenger Cars		23.565		23.381		25.109		25.066
Commercial Vehicles		32.230		33.426		31.909		33.470
Average		24.583		24.553		25.867		25.998
REVENUE PER TRIP:								
Passenger Cars	\$	.851	\$	.728	\$	.902	\$	.779
Commercial Vehicles		2.922		2.629		2.886		2.609
Average	\$	1.094	\$	.950	\$	1.123	\$	.982
REVENUE PER MILE:								
Passenger Cars	\$	.036	\$	.031	\$	.036	\$	.031
Commercial Vehicles		.091		.079		.090		.078
Average	\$	.045	\$	.039	\$	.043	\$	.038

Maine Turnpike
York - Augusta

Statement of
TRAFFIC AND OPERATING REVENUE
REVENUE FUND
December 1989

<u>CLASS</u> <u>DESCRIPTION</u>	<u>VEHICLES</u>	<u>REVENUE</u>	<u>VEHICLES</u>	<u>REVENUE</u>
			<u>Cumulative</u> <u>1/ 1/89 thru 12/31/89</u>	
1. Passenger Cars, Motorcycles and Busses (less than 13 Passengers)	1,994,609	\$1,687,103.55	27,774,478	\$24,733,410.95
7. Passenger Car With Trailer	<u>9,995</u>	<u>19,001.80</u>	<u>326,751</u>	<u>603,069.50</u>
Total Passenger Vehicles	2,004,604	\$1,706,105.35	28,101,229	\$25,336,480.45
2. Trucks and All Other Vehicles with Two Axles and Dual Tires	61,910	89,117.65	886,466	1,346,289.90
3. Three Axle Trucks and Class 2 Vehicles Towing Trailer and Buses	23,054	48,508.95	332,598	692,557.85
4 Axle Trucks and Combination-includes Class Two Vehicles Towing Two Axle Trailers	23,347	70,105.65	338,902	1,007,406.95
5. Five-or-more Axle Vehicles and Combinations-includes all Vehicles requiring "Overlimit Permit"	151,583	542,636.95	1,888,250	6,778,314.10
6. Six or more Axle Vehicles	<u>7,030</u>	<u>29,573.00</u>	<u>77,328</u>	<u>343,091.35</u>
Total Commercial Vehicles	266,924	\$ 779,942.20	3,523,544	\$10,167,660.15
Totals	2,271,528	\$2,486,047.55	31,624,773	\$35,504,140.60
Adjustment		- <u>3,026.78</u>		<u>+31,128.05</u>
Sub-total		\$2,483,020.77		\$35,535,268.65
Commuter Plan Payments		+ <u>3,297.85</u>		+ <u>1,129,523.19</u>
Gross Fare Revenue		\$2,486,318.62		\$36,664,791.84
Less Volume Discount		<u>-51,143.29</u>		<u>-607,560.07</u>
Net Fare Revenue		\$2,435,175.33		\$36,057,231.77
Other Revenue		<u>+309,690.22</u>		<u>+2,443,043.61</u>
TOTAL REVENUE		<u>\$2,744,865.55</u>		<u>\$38,500,275.38</u>