MAINE TURNPIKE AUTHORITY
WORKSHOP
September 17th, 2026

1. Pursuant to notice, a workshop of the Maine Turnpike Authority was held at 9 a.m. on September 17th, 2026. The meting was held at the headquarters of the Maine Turnpike Authority in Portland, Maine.

   The following members participated:

   Michael Cianchette, Chair
   Emily Becker, Member
   Nina Fisher, Member
   Thomas Zuke, Member

2. John Sirois, Chief Financial Officer and Treasurer, introduced the draft 2028 Revenue Fund budget to the board. Mr. Sirois noted that the MTA used "zero based budgeting", which expenditures justified line by line each year. He said this budget represented a 4.6% increase over the 2027 budget, and said that this increase would have been 2.5% without increases in state police expenditures. He noted that these increases came not just from contract increases, but an increase in the state police compliment, so the MTA was receiving some tangible benefits.

3. Director of Finance Matt Elliott presented a comparison of the 2028 to 2027 budget. He said that benefits had gone up largely because more people were electing insurance coverage and because of Maine paid family leave contributions. Emily Becker asked how health premiums were broken down. Mr. Elliott said that the MTA paid for 100 percent of employees and 70 percent for dependents.

4. There was a discussion of travel expenses and ways they were presented to show the number of trips projected for this budget was consistent with the previous budget even though the overall cost had gone up. Executive Director Briere noted that the MTA did not want to be an outlier on this and, if, for instance, the State of Maine limited employee travel, the MTA would look at following suit, even thought not legally required to.

5. Tim Cote of HNTB Corporation reviewed the proposed Reserve Maintenance Deposit with the board. He gave the board an overview of the process by which the proposed deposit was calculated and reviewed the projects that would be funded by it. He noted that a lot of projects were programmed as capital projects, rather that reserve maintenance projects, and

that this was done partly because of bond indenture debt ratio considerations. He said that this was possible because the good condition of the turnpike overall meant that the timing of these projects was to some degree discretionary.

6. Mr. Cote reviewed a timeline of projected major capital projects with the board.

7. Executive Director Briere said that the Portland Area Modernization project had been one of his first objects of focus when he arrived at the MTA, and that the public process for this project had been approached in a different manner than past projects, an approach he hoped to continue. He noted that most of the major projects portrayed on the timeline were on the southern end, but that a lot of work was planned for the northern end in the next twenty years. He said that the priority for that section of road would be on modernization, and safety improvements, rather than widening, as well as improvements to side interchanges.

8. Mr. Cote gave a presentation on potential approaches to the MTA's next toll adjustment, describing the role inflation had played in increasing the need for a toll adjustment, and the revenue that might be expected from several hypothetical approaches.

9. Executive Director Briere said that, in developing these approaches, one of the key goals had been to avoid an increase for E-Z Pass users with a Maine Turnpike account. He also noted that he hoped to take a different approach to toll adjustments in the future, so that they were more routine, and based on inflation adjustments, rather that "catch ups" like this one, which would have a more significant impact.

10. Nina Fisher said that it would be helpful to have a breakdown on how different categories of frequent users, other than Maine E-Z Pass holders, would be affected by these adjustments. She also suggested that some attention should be given to possible economizing measures that could be taken by the MTA.

11. Tim Cote reviewed three approaches to seasonal tolling, which the board might consider as part of this adjustment. He said that if commercial traffic were excluded from seasonal increases the revenue projections would decrease by about 35 percent.

12. Chairman Cianchette asked about the public process and the timing of any ultimate vote on an adjustment. Director Briere said that staff could aim to complete the public process by June of 2027. There was a brief discussion on how the public process might be structured.

Adjourned at 11:19 A.M.

Jonathan Arey
Secretary

10/28/26
Date